

MASON'S
O.K. SAUCE,
O.K. PICKLES,
MANGO CHUTNEY,
WORCESTERSHIRE
SAUCE,
MUSTARD SAUCE,
TOMATO CATSUP.

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General
Post Office in the United Kingdom

Have YOU tried the
\$130 Smith \$130
MOTOR WHEEL
It can be attached to
any ordinary Cycle.
ALEX. ROSS & Co.
Phone 97.

No. 18,611. 號一十百六千八萬一第 日十三月一十年巳丁 HONGKONG, SATURDAY, JANUARY, 12th, 1918. 六拜禮 號二十月正年七國民華中 PRICE, \$5 PER MONTH

INTIMATIONS
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 350 lbs. net.
SHEWAN, TOMES & Co.
General Managers. [1483]

OTARD'S

BRANDY.
Shipped by
OTARD, DUPUY & CO.
COGNAC.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.
15, QUEEN'S ROAD CENTRAL.
Telephone No. 75

NEW CARTRIDGES.
JUST ARRIVED.
FIRST-CLASS, DAMP PROOF, AMERICAN SPORTING CARTRIDGES.
12, 16, and 20 Bore, loaded with all sizes of
Chilled Shot.
These Cartridges, made of the finest damp
proof material, steel lined inside with brass
casing 1 1/2" deep on the outside, are especially
made to withstand the effects of damp
climates and are second to none for reliability
in the field.
We have also received a consignment of
R.S.A. Air Rifles.
INSPECTION INVITED.
WM. SCHMIDT & Co.
[1163]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219. [535]

PEAK TRAMWAY COMPANY, LIMITED.
TIME-TABLE
WEEK DAYS.
8.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " to 10.00 " " 10 " "
10.00 " to 11.00 " " 10 " "
11.00 " to 12.00 noon " 10 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 2.00 p.m. " 10 " "
2.00 p.m. to 3.00 p.m. " 10 " "
3.00 p.m. to 4.00 p.m. " 10 " "
4.00 p.m. to 5.00 p.m. " 10 " "
5.00 p.m. to 6.00 p.m. " 10 " "
6.00 p.m. to 8.00 p.m. " 10 " "
NIGHT CARS.
p.m. and 8.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
p.m. to 11.45 p.m. Every Quarter-Hour
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " to 11.00 a.m. " 10 " "
11.30 " to 12.00 noon " 10 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 2.00 p.m. " 10 " "
2.00 p.m. to 3.00 p.m. " 10 " "
3.00 p.m. to 4.00 p.m. " 10 " "
4.00 p.m. to 5.00 p.m. " 10 " "
5.00 p.m. to 6.00 p.m. " 10 " "
6.00 p.m. to 8.00 p.m. " 10 " "
NIGHTS CARS as on Week Days.
SATURDAY.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on application
at the Company's Office. No Season
ticket will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Compro Order representing Bank
Notes.
JOHN D. HUMPHREYS & SON,
General Managers. [1483]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, 15th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 8 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 15 Through Express p.m.	No. 17 Local p.m.	No. 19 Through Express p.m.	No. 21 Local p.m.
CANTON (The Star Ferry)	dep. 5.55	dep. 6.00	dep. 6.05	dep. 6.10	dep. 6.15	dep. 6.20	dep. 6.25	dep. 6.30
Sham Shui	arr. 6.05	arr. 6.10	arr. 6.15	arr. 6.20	arr. 6.25	arr. 6.30	arr. 6.35	arr. 6.40
Sham Shui	dep. 6.10	dep. 6.15	dep. 6.20	dep. 6.25	dep. 6.30	dep. 6.35	dep. 6.40	dep. 6.45
Sham Shui	arr. 6.20	arr. 6.25	arr. 6.30	arr. 6.35	arr. 6.40	arr. 6.45	arr. 6.50	arr. 6.55
Sham Shui	dep. 6.25	dep. 6.30	dep. 6.35	dep. 6.40	dep. 6.45	dep. 6.50	dep. 6.55	dep. 7.00
Sham Shui	arr. 6.35	arr. 6.40	arr. 6.45	arr. 6.50	arr. 6.55	arr. 7.00	arr. 7.05	arr. 7.10
Sham Shui	dep. 6.40	dep. 6.45	dep. 6.50	dep. 6.55	dep. 7.00	dep. 7.05	dep. 7.10	dep. 7.15
Sham Shui	arr. 6.50	arr. 6.55	arr. 7.00	arr. 7.05	arr. 7.10	arr. 7.15	arr. 7.20	arr. 7.25
Sham Shui	dep. 6.55	dep. 7.00	dep. 7.05	dep. 7.10	dep. 7.15	dep. 7.20	dep. 7.25	dep. 7.30
Sham Shui	arr. 7.05	arr. 7.10	arr. 7.15	arr. 7.20	arr. 7.25	arr. 7.30	arr. 7.35	arr. 7.40
Sham Shui	dep. 7.10	dep. 7.15	dep. 7.20	dep. 7.25	dep. 7.30	dep. 7.35	dep. 7.40	dep. 7.45
Sham Shui	arr. 7.20	arr. 7.25	arr. 7.30	arr. 7.35	arr. 7.40	arr. 7.45	arr. 7.50	arr. 7.55
Sham Shui	dep. 7.25	dep. 7.30	dep. 7.35	dep. 7.40	dep. 7.45	dep. 7.50	dep. 7.55	dep. 8.00
Sham Shui	arr. 7.35	arr. 7.40	arr. 7.45	arr. 7.50	arr. 7.55	arr. 8.00	arr. 8.05	arr. 8.10
Sham Shui	dep. 7.40	dep. 7.45	dep. 7.50	dep. 7.55	dep. 8.00	dep. 8.05	dep. 8.10	dep. 8.15
Sham Shui	arr. 7.50	arr. 7.55	arr. 8.00	arr. 8.05	arr. 8.10	arr. 8.15	arr. 8.20	arr. 8.25
Sham Shui	dep. 7.55	dep. 8.00	dep. 8.05	dep. 8.10	dep. 8.15	dep. 8.20	dep. 8.25	dep. 8.30
Sham Shui	arr. 8.05	arr. 8.10	arr. 8.15	arr. 8.20	arr. 8.25	arr. 8.30	arr. 8.35	arr. 8.40
Sham Shui	dep. 8.10	dep. 8.15	dep. 8.20	dep. 8.25	dep. 8.30	dep. 8.35	dep. 8.40	dep. 8.45
Sham Shui	arr. 8.20	arr. 8.25	arr. 8.30	arr. 8.35	arr. 8.40	arr. 8.45	arr. 8.50	arr. 8.55
Sham Shui	dep. 8.25	dep. 8.30	dep. 8.35	dep. 8.40	dep. 8.45	dep. 8.50	dep. 8.55	dep. 9.00
Sham Shui	arr. 8.35	arr. 8.40	arr. 8.45	arr. 8.50	arr. 8.55	arr. 9.00	arr. 9.05	arr. 9.10
Sham Shui	dep. 8.40	dep. 8.45	dep. 8.50	dep. 8.55	dep. 9.00	dep. 9.05	dep. 9.10	dep. 9.15
Sham Shui	arr. 8.50	arr. 8.55	arr. 9.00	arr. 9.05	arr. 9.10	arr. 9.15	arr. 9.20	arr. 9.25
Sham Shui	dep. 8.55	dep. 9.00	dep. 9.05	dep. 9.10	dep. 9.15	dep. 9.20	dep. 9.25	dep. 9.30
Sham Shui	arr. 9.05	arr. 9.10	arr. 9.15	arr. 9.20	arr. 9.25	arr. 9.30	arr. 9.35	arr. 9.40
Sham Shui	dep. 9.10	dep. 9.15	dep. 9.20	dep. 9.25	dep. 9.30	dep. 9.35	dep. 9.40	dep. 9.45
Sham Shui	arr. 9.20	arr. 9.25	arr. 9.30	arr. 9.35	arr. 9.40	arr. 9.45	arr. 9.50	arr. 9.55
Sham Shui	dep. 9.25	dep. 9.30	dep. 9.35	dep. 9.40	dep. 9.45	dep. 9.50	dep. 9.55	dep. 10.00
Sham Shui	arr. 9.35	arr. 9.40	arr. 9.45	arr. 9.50	arr. 9.55	arr. 10.00	arr. 10.05	arr. 10.10
Sham Shui	dep. 9.40	dep. 9.45	dep. 9.50	dep. 9.55	dep. 10.00	dep. 10.05	dep. 10.10	dep. 10.15
Sham Shui	arr. 9.50	arr. 9.55	arr. 10.00	arr. 10.05	arr. 10.10	arr. 10.15	arr. 10.20	arr. 10.25
Sham Shui	dep. 9.55	dep. 10.00	dep. 10.05	dep. 10.10	dep. 10.15	dep. 10.20	dep. 10.25	dep. 10.30
Sham Shui	arr. 10.05	arr. 10.10	arr. 10.15	arr. 10.20	arr. 10.25	arr. 10.30	arr. 10.35	arr. 10.40
Sham Shui	dep. 10.10	dep. 10.15	dep. 10.20	dep. 10.25	dep. 10.30	dep. 10.35	dep. 10.40	dep. 10.45
Sham Shui	arr. 10.20	arr. 10.25	arr. 10.30	arr. 10.35	arr. 10.40	arr. 10.45	arr. 10.50	arr. 10.55
Sham Shui	dep. 10.25	dep. 10.30	dep. 10.35	dep. 10.40	dep. 10.45	dep. 10.50	dep. 10.55	dep. 11.00
Sham Shui	arr. 10.35	arr. 10.40	arr. 10.45	arr. 10.50	arr. 10.55	arr. 11.00	arr. 11.05	arr. 11.10
Sham Shui	dep. 10.40	dep. 10.45	dep. 10.50	dep. 10.55	dep. 11.00	dep. 11.05	dep. 11.10	dep. 11.15
Sham Shui	arr. 10.50	arr. 10.55	arr. 11.00	arr. 11.05	arr. 11.10	arr. 11.15	arr. 11.20	arr. 11.25
Sham Shui	dep. 10.55	dep. 11.00	dep. 11.05	dep. 11.10	dep. 11.15	dep. 11.20	dep. 11.25	dep. 11.30
Sham Shui	arr. 11.05	arr. 11.10	arr. 11.15	arr. 11.20	arr. 11.25	arr. 11.30	arr. 11.35	arr. 11.40
Sham Shui	dep. 11.10	dep. 11.15	dep. 11.20	dep. 11.25	dep. 11.30	dep. 11.35	dep. 11.40	dep. 11.45
Sham Shui	arr. 11.20	arr. 11.25	arr. 11.30	arr. 11.35	arr. 11.40	arr. 11.45	arr. 11.50	arr. 11.55
Sham Shui	dep. 11.25	dep. 11.30	dep. 11.35	dep. 11.40	dep. 11.45	dep. 11.50	dep. 11.55	dep. 12.00
Sham Shui	arr. 11.35	arr. 11.40	arr. 11.45	arr. 11.50	arr. 11.55	arr. 12.00	arr. 12.05	arr. 12.10
Sham Shui	dep. 11.40	dep. 11.45	dep. 11.50	dep. 11.55	dep. 12.00	dep. 12.05	dep. 12.10	dep. 12.15
Sham Shui	arr. 11.50	arr. 11.55	arr. 12.00	arr. 12.05	arr. 12.10	arr. 12.15	arr. 12.20	arr. 12.25
Sham Shui	dep. 11.55	dep. 12.00	dep. 12.05	dep. 12.10	dep. 12.15	dep. 12.20	dep. 12.25	dep. 12.30
Sham Shui	arr. 12.05	arr. 12.10	arr. 12.15	arr. 12.20	arr. 12.25	arr. 12.30	arr. 12.35	arr. 12.40
Sham Shui	dep. 12.10	dep. 12.15	dep. 12.20	dep. 12.25	dep. 12.30	dep. 12.35	dep. 12.40	dep. 12.45
Sham Shui	arr. 12.20	arr. 12.25	arr. 12.30	arr. 12.35	arr. 12.40	arr. 12.45	arr. 12.50	arr. 12.55
Sham Shui	dep. 12.25	dep. 12.30	dep. 12.35	dep. 12.40	dep. 12.45	dep. 12.50	dep. 12.55	dep. 13.00
Sham Shui	arr. 12.35	arr. 12.40	arr. 12.45	arr. 12.50	arr. 12.55	arr. 13.00	arr. 13.05	arr. 13.10
Sham Shui	dep. 12.40	dep. 12.45	dep. 12.50	dep. 12.55	dep. 13.00	dep. 13.05	dep. 13.10	dep. 13.15
Sham Shui	arr. 12.50	arr. 12.55	arr. 13.00	arr. 13.05	arr. 13.10	arr. 13.15	arr. 13.20	arr. 13.25
Sham Shui	dep. 12.55	dep. 13.00	dep. 13.05	dep. 13.10	dep. 13.15	dep. 13.20	dep. 13.25	dep. 13.30
Sham Shui	arr. 13.05	arr. 13.10	arr. 13.15	arr. 13.20	arr. 13.25	arr. 13.30	arr. 13.35	arr. 13.40
Sham Shui	dep. 13.10	dep. 13.15	dep. 13.20	dep. 13.25	dep. 13.30	dep. 13.35	dep. 13.40	dep. 13.45
Sham Shui	arr. 13.20	arr. 13.25	arr. 13.30	arr. 13.35	arr. 13.40	arr. 13.45	arr. 13.50	arr. 13.55
Sham Shui	dep. 13.25	dep. 13.30	dep. 13.35	dep. 13.40	dep. 13.45	dep. 13.50	dep. 13.55	dep. 14.00
Sham Shui	arr. 13.35	arr. 13.40	arr. 13.45	arr. 13.50	arr. 13.55	arr. 14.00	arr. 14.05	arr. 14.10
Sham Shui	dep. 13.40	dep. 13.45	dep. 13.50	dep. 13.55	dep. 14.00	dep. 14.05	dep. 14.10	dep. 14.15
Sham Shui	arr. 13.50	arr. 13.55	arr. 14.00	arr. 14.05	arr. 14.10	arr. 14.15	arr. 14.20	arr. 14.25
Sham Shui	dep. 13.55	dep. 14.00	dep. 14.05	dep. 14.10	dep. 14.15	dep. 14.20	dep. 14.25	dep. 14.30
Sham Shui	arr. 14.05	arr. 14.10	arr. 14.15	arr. 14.20	arr. 14.25	arr. 14.30	arr. 14.35	arr. 14.40
Sham Shui	dep. 14.10	dep. 14.15	dep. 14.20	dep. 14.25	dep. 14.30	dep. 14.35	dep. 14.40	dep. 14.45
Sham Shui	arr. 14.20	arr. 14.25	arr. 14.30	arr. 14.35	arr. 14.40	arr. 14.45	arr. 14.50	arr. 14.55
Sham Shui	dep. 14.25	dep. 14.30	dep. 14.35	dep. 14.40	dep. 14.45	dep. 14.50	dep. 14.55	dep. 15.00
Sham Shui	arr. 14.35	arr. 14.40	arr. 14.45	arr. 14.50	arr. 14.55	arr. 15.00	arr. 15.05	arr. 15.10
Sham Shui	dep. 14.40	dep. 14.45	dep. 14.50	dep. 14.55	dep. 15.00	dep. 15.05	dep. 15.10	dep. 15.15
Sham Shui	arr. 14.50	arr. 14.55	arr. 15.00	arr. 15.05	arr. 15.10	arr. 15.15	arr. 15.20	arr. 15.25
Sham Shui	dep. 14.55	dep. 15.00	dep. 15.05	dep. 15.10	dep. 15.15	dep. 15.20	dep. 15.25	dep. 15.30
Sham Shui	arr. 15.05	arr. 15.10	arr. 15.15	arr. 15.20	arr. 15.25	arr. 15.30	arr. 15.35	arr. 15.40
Sham Shui	dep. 15.10	dep. 15.15	dep. 15.20	dep. 15.25	dep. 15.30	dep. 15.35	dep. 15.40	dep. 15.45
Sham Shui	arr. 15.20	arr. 15.25	arr. 15.30	arr. 15.35	arr. 15.40	arr. 15.45	arr. 15.50	arr. 15.55
Sham Shui	dep. 15.25	dep. 15.30	dep. 15.35	dep. 15.40	dep. 15.45	dep. 15.50	dep. 15.55	dep. 16.00
Sham Shui	arr. 15.35	arr. 15.40	arr. 15.45	arr. 15.50	arr. 15.55	arr. 16.00	arr. 16.05	arr. 16.10
Sham Shui	dep. 15.40	dep. 15.45	dep. 15.50	dep. 15.55	dep. 16.00	dep. 16.05	dep. 16.10	dep. 16.15
Sham Shui	arr. 15.50	arr. 15.55	arr. 16.00	arr. 16.05	arr. 16.10	arr. 16.15	arr. 16.20	arr. 16.25
Sham Shui	dep. 15.55	dep. 16.00	dep. 16.05	dep. 16.10	dep. 16.15	dep. 16.20	dep. 16.25	dep. 16.30
Sham Shui	arr. 16.05	arr. 16.10	arr. 16.15	arr. 16.20	arr. 16.25	arr. 16.30	arr. 16.35	arr. 16.40
Sham Shui	dep. 16.10	dep. 16.15	dep. 16.20	dep. 16.25	dep. 16.30	dep. 16.35	dep. 16.40	dep. 16.45
Sham Shui	arr. 16.20	arr. 16.25	arr. 16.30	arr. 16.35	arr. 16.40	arr. 16.45	arr. 16.50	arr. 16.55
Sham Shui	dep. 16.25	dep. 16.30	dep. 16.35	dep. 16.40	dep. 16.45	dep. 16.50	dep. 16.55	dep. 17.00
Sham Shui	arr. 16.35	arr. 16.40	arr. 16.45	arr. 16.50	arr. 16.55	arr. 17.00	arr. 17.05	arr. 17.10
Sham Shui	dep. 16.40	dep. 16.45	dep. 16.50	dep. 16.55	dep. 17.00	dep. 17.05	dep. 17.10	dep. 17.15
Sham Shui	arr. 16.50	arr. 16.55	arr. 17.00	arr. 17.05	arr. 17.10	arr. 17.15	arr. 17.20	arr. 17.25
Sham Shui	dep. 16.55	dep. 17.00	dep. 17.05	dep. 17.10	dep. 17.15	dep. 17.20	dep. 17.25	dep. 17.30
Sham Shui	arr. 17.05	arr. 17.10	arr. 17.15	arr. 17.20	arr. 17.25	arr. 17.30	arr. 17.35	arr. 17.40
Sham Shui	dep. 17.10	dep. 17.15	dep. 17.20	dep. 17.25	dep. 17.30	dep. 17.35	dep. 17.40	dep. 17.45
Sham Shui	arr. 17.20	arr. 17.25	arr. 17.30	arr. 17.35	arr. 17.40	arr. 17.45	arr. 17.50	arr. 17.55
Sham Shui	dep. 17.25	dep. 17.30	dep. 17.35	dep. 17.40	dep. 17.45	dep. 17.50	dep. 17.55	dep. 18.00
Sham Shui	arr. 17.35	arr. 17.40	arr. 17.45	arr. 17.50	arr. 17.55	arr. 18.00	arr. 18.05	arr. 18.10
Sham Shui	dep. 17.40	dep. 17.45	dep. 17.50	dep. 17.55	dep. 18.00	dep. 18.05	dep. 18.10	dep. 18.15
Sham Shui	arr. 17.50	arr. 17.55	arr. 18.00	arr. 18.05	arr. 18.10	arr. 18.15	arr. 18.20	arr. 18.25
Sham Shui	dep. 17.55	dep. 18.00	dep. 18.05	dep. 18.10	dep. 18.15	dep. 18.20	dep. 18.25	dep. 18.30
Sham Shui	arr. 18.05	arr. 18.10	arr. 18.15	arr. 18.20	arr. 18.25	arr. 18.30	arr. 18.35	arr. 18.40
Sham Shui	dep. 18.10	dep. 18.15	dep. 18.20	dep. 18.25	dep. 18.30	dep. 18.35	dep. 18.40	dep. 18.45
Sham Shui	arr. 18.20	arr. 18.25	arr. 18.30	arr. 18.35	arr. 18.40	arr. 18.45	arr. 18.50	arr. 18.55
Sham Shui	dep. 18.25	dep. 18.30	dep. 18.35	dep. 18.40	dep. 18.45	dep. 18.50	dep. 18.55	dep. 19.00
Sham Shui	arr. 18.35	arr. 18.40	arr. 18.45	arr. 18.50	arr. 18.55	arr. 19.00	arr. 19.05	arr. 19.10
Sham Shui	dep. 18.40	dep. 18.45	dep. 18.50	dep. 18.55	dep. 19.00	dep. 19.05	dep. 19.10	dep. 19.15
Sham Shui	arr. 18.50	arr. 18.55	arr. 19.00	arr. 19.05	arr. 19.10	arr. 19.15	arr. 19.20	arr. 19.25
Sham Shui	dep. 18.55	dep. 19.00	dep. 19.05	dep. 19.10	dep. 19.15	dep. 19.20	dep. 19.25	dep. 19.30
Sham Shui	arr. 19.05	arr. 19.10</						

INTIMATIONS

MOUTRIE PIANOS

Represent the highest degree of perfection in artistic construction, combined with the embodiment of forty years' experience.

GUARANTEED

FIVE YEARS.

15% DISCOUNT FOR CASH.

EASY TERMS CAN BE ARRANGED

S. Moutrie & Co., Ltd.

OVERCOATS.

Your Overcoat should represent much more than mere warmth; now-a-days you want looks, comfort, style; you want suitability to your needs.

Call and inspect our New Stock, and ask to see our new Tweed Sports Coats. They'll both interest you.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

Telephone 29.

LA MINERVA CIGAR FACTORY.

ESTABLISHED 1883.

CHEERROOTS

CORTADO DELICIOSO.

In boxes of 100 \$3.50 duty paid.

CORTADO DE LA REINA.

In boxes of 100 \$2.50 duty paid.

LANE, CRAWFORD & CO.,

AGENTS IN HONGKONG AND SOUTH CHINA.

THEATRE ROYAL

A GRAND SEAM. SHORT SEASON.

COMMENCING SATURDAY, January 19th, EDGAR WARWICK announces

A FAREWELL SEASON OF

THE COURT CARDS

A FAREWELL TO THE PACK, BEFORE THEY PACK UP. TAKE A HAND FOR THE LAST TIME. ALL TRUMPS. NEW PROGRAMME. BOOKING AT MOUTRIE'S. Prices \$3, \$2 & \$1. BOOK BEFORE YOU SLEEP.

Five per cent. of Gross Receipts will be Donated to the RED CROSS FUNDS.

NOTICE
ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CHINESE PORTS STATION between the hours of 8 a.m. to 1 p.m. and 2 p.m. to 6 p.m. daily.
Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1914.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

LONDON BUYING AGENTS

We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our mission is situated for making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.
KEYMER, SON & CO.,
Whitehall, London.
Telegrams: "Keymer, London." Est. 1844

THE MARKETS OF THE EAST
KEENNESS OF THE AMERICAN MANUFACTURER

(BY A RETURNED VISITOR)

We have to give the American manufacturer credit for many things. He is keen, enterprising, and courageous. He is keen regarding the possibilities of the domestic market; he is enterprising inasmuch as he is prepared to stake upon any likely chance to develop his trade in the domestic market; and he is courageous in the big things that he does under circumstances that make the odds little less than a pure gamble. But, speaking generally, his knowledge of foreign markets is limited.

This is almost solely due to the domestic demand. The United States of America, it must be remembered, is to be a proper appreciation of the business conditions there, is a vast territory—a continent. In the Eastern States you find a different people from what you find in the Middle States. In the South you have another race, and, again, in the west you have a people showing few of the characteristics of the people of any other part of America. That is the reason why there are so many conflicting opinions regarding the American market.

With such a vast territory, and peoples differing so greatly in temperament, there is a big and varied market for the manufacturer. In the past, he has felt he has had no need to go outside the United States. And in a sense he has not been compelled to search the markets of the East, for he has experienced no difficulty in getting rid of his goods in the domestic and the South American markets.

There is this to be said about the domestic demand. The manufacturer knows it, and he knows his customers more intimately than he could possibly know a foreign merchant, living in a country the geographical position of which the manufacturer, in all probability, hadn't even the haziest idea. Further, the question of credit was much simpler than in the case of foreign trade.

The Americans have built up a large trade with the South American States. They understand the markets there, and familiarity has made them risk more than they care to do in entering into connection with the East. The first thing, then, is to familiarise them with the conditions of the East. If this is done successfully, there will be less reluctance to consider any proposition that does not include a guarantee to deliver cash against shipment of goods.

In America there is a surprising ignorance of Eastern markets, even amongst the large manufacturing and merchant firms. It is not only an ignorance of the class of goods required, which might be expensive, but ignorance of the geographical position of the various countries and chief ports, and ignorance of the route of transport. That ignorance is due to the feeling that there was no need to go after the custom of these countries.

Now, all this is changing. Enquiries have reached American manufacturers and merchants from the Straits, Java, Borneo, China, and Siam. These enquiries have made the Americans prick up their ears, and allow that after all there may be a profitable market in these countries. Once a thing like that comes home to the American he is after it. These enquiries were answered, and often trade resulted. And so, up till now, trade between the East and the United States has developed.

FUTURE DEVELOPMENT.

But future development is to be along much broader and more substantial lines. The manufacturers are looking for themselves into bodies for the furtherance of foreign trade. In San Francisco, the merchants are engaged in the development of a scheme which is bound to have far-reaching and important results all round the Pacific and beyond. The American moves fast when he has got a good idea, or what he considers to be a good idea. And though he has just got the idea that there is much profitable connection that can be established with the East, he is already making considerable progress in his efforts to understand the markets here. Representatives have been sent out by the larger firms to investigate the markets, while many of the smaller firms have formed themselves into groups with the same object. American agencies are being established at this side, and different classes of American goods are being placed on markets that they never reached before.

AFTER THE WAR.

The question arises, "Will America retain the trade she is now capturing, after the war?" That is a somewhat difficult question to answer off-hand. It is not to be supposed that after the war, and when Britain has settled down again, she will retain all the trade she has established. But trade that has been established is difficult to dislodge again, and British manufacturers will have to face increased competition from America in connection with the sale of goods that formerly were almost solely supplied by Britain. There are goods that America is able to supply cheaper than Britain, and if the quality of these does not deteriorate, the Americans will keep up their competition.

Great things are expected from the mobilisation of British industry. Machinery that has been established for the manufacture of munitions and other national work will be employed to a large extent after the war in the production of industrial machinery, etc. This, it is argued, will reduce the cost of production. Quite so. But it must not be forgotten that America, too, will have this advantage. Even since the commencement of the war in 1914 she has been increasing her industrial facilities, and now that she is at war, these not only have been organised, but they are being added to at a rapid rate. It is also a fact that the British manufacturer and merchant must be alive to it if they are to keep in the forefront of the markets in the Mid-East.—Straits Times

FREIGHT RATES.

Messrs. Snowman & Co., of Hongkong, in their freight circular dated January 5th, state:—

Since we last reported on the 22nd ult. business has been rather quiet, little time chartering having been arranged, mainly due to owners' ideas of rates being so high. Although the demand is strong the only fixture reported is a 1,400 tons all told vessel at \$40,000 per month for nine months.

We last reported the Saigon-Hongkong rate at \$1.05 per picul, at which figure it remained for a few days and a small and a medium-sized vessel were fixed. If then strengthened to \$1.07 by the fixture of a small sized outsider. Offers were then made of \$1.10, but the only further business reported was the fixture of a small sized Japanese steamer for 6 round trips at \$1.30 per picul.

Exports of rice from Saigon from 1st January to 30th November 1917, amounted to 923,297 tons, as compared with 910,001 tons for the same period last year. The quotation for No. 2 White round silted rice stands at \$3.20 per picul, f.o.b. Saigon, for November-December shipment.

SAIGON-PHILIPPINES.—We have nothing to report.

Singapore-Hongkong.—We advised the closing of this rate in our last report at \$1.00 per picul for inside the Bar loading, but we indicated a weakening of this figure, which duly came about. It now stands at \$1.00 per picul for inside/outside, the bar loading respectively, with no fixtures reported.

Cat.—The demand is not strong, and the Japan-Hongkong rate is nominally \$1.15 per ton. Little local business has been done, and only the fixture of a medium-sized outsider at \$9.75 Hongkong-Hongkong is reported.

SAIL TONNAGE LOADING AND TO LOAD.

HONGKONG POLICE RESERVE

ORDERS ISSUED BY MR. F. C. JENKIN, D.S.P. (RESERVE)

MUSKETRY—PART I.

Leave Blake Pier 9 a.m.—

(a) To Fire.—Chief Inspector d'Almeida, Inspectors Alves, Silva Netto, C.M.S. Alves, and Figueiredo, C.S.M. Silva, Crown Sergeants Butterfield, Barretto, Rosa and Castro. Also whole of Section 5 and part of Section 6 to be detailed by Section Commander.

(b) As Register-Keepers.—Six Crown Sergeants or Sergeants of No. 3 Co. to be detailed by O.C. No. 3 Co.

(c) As Register-Keepers.—Staff Inspectors Clarke, Lanigan, Mackenzie, McEwen, Watt and Wildin.

Leave Blake Pier 1.30 p.m.—

(a) To Fire.—Remainder of Section 6, whole of Section 7, and part of Section 8 to be detailed by Section Commander.

(b) As Register-Keepers.—Six Crown Sergeants or Sergeants of No. 3 Co. to be detailed by O.C. No. 3 Co. All members of Sections 5-12 who are Acting Bandmen will attend with their respective Sections when firing this course.

MUSKETRY D.O. 87.

With reference to D.O. 87, the Chief Inspector (Musketry) is authorised, during the firing of the 1917-1918 Course, to exercise the powers of the D.S.P. (R) and Adjutant by granting leave of absence from Musketry Practice.

PARADES—CENTRAL 5.30 P.M.

Monday, January 14th.—All Recruits. Thursday, January 17th.—Parade of all Bands under D.S.P.R. at Central, as per Orders of January 10/11.

STRENGTH.

Joined.—No. 1 Platoon, No. 2 Section, P.C. 491 E. J. Stalter.

By order.

T. F. Hoven, A.S.P. and Adjutant.

Hongkong, January 11th, 1918.

According to information obtained in Washington, Count Bernstorff spent in the United States a total of \$5,000,000 from the beginning of the war to the time he left America.

of her goods and she will be just as well placed as Britain for the reduction of producing costs. It is true that in America wages are on a higher scale than they are in Britain and where much labour is involved in its manufacture an article will likely be higher priced than a similar article manufactured in Great Britain. But Americans, because of the high labour costs, have never hesitated to introduce labour-saving devices, and today probably more than any country in the world use them. So that it will not do to depend too much on the idea that America cannot produce just as cheaply as Great Britain. In the case of some things she cannot; but in the case of many things she can.

A stronger competitor. Another thing that British merchants and manufacturers cannot note without realising that America is to be a much stronger competitor in Eastern markets after the war than she was before it, is the determination of the American Government and people to establish a powerful merchant fleet. Every shipbuilding yard in the country is working at high pressure, and ship are being made as fast as brains and hands and machinery can produce them. During the war many of these will be lost, but at the end America will find herself in a much stronger position on the sea than she was before the outbreak of war.

Already the possibilities of Eastern markets are being realised by the strongest shipping concern in America, the Pacific Steamship Company. Its operations in the Pacific Mail is a big thing for American trade. It is also a fact that the British manufacturer and merchant must be alive to it if they are to keep in the forefront of the markets in the Mid-East.—Straits Times

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. A. MORGAN, ADMINISTRATIVE COMMANDANT.

COURT OF INQUIRY.

A Court of Inquiry will assemble at such time and place as the President may decide, to inquire into a matter which will be laid before them.

President.—Major D. Macdonald, V.D.

Members.—Lieut. L. C. P. Rees and Lieut. E. R. Branch.

STRENGTH.

Pte. G. M. Young was enrolled on 8th Jan., 1918, and posted to "B" Co.

Pte. T. Stuart was enrolled on 8th Jan., 1918, and posted to "B" Co.

Pte. H. G. H. Griffith, "A" Company, attached Stretcher Bearer Section, is permitted to resign, on leaving the Colony, on 18th Jan., 1918.

LEAVE.

Lieut. J. Owen-Hughes, "B" Co., is granted 12 months' leave from 18th Jan., 1918.

Lance-Corpl. F. A. Perry, "A" Co., is granted 21 days' leave from 10th Jan., 1918.

Gr. H. Overy, Artillery Co., is granted 1 month's leave from 8th Jan., 1918.

Pte. P. R. Glendinning, "B" Co., is granted 6 months' leave from March.

Pte. G. W. Barton, "D" Co., is granted 12 months' leave from 11th Jan., 1918.

Pte. V. C. Labrum, M. G. Co., is granted 1 month's leave from 8th Jan., 1918.

Medical Certificates for exemption from parade, etc., must be obtained from one of the Medical Officers of the Corps and must be sent to O.C.s immediately they are received.

COMMUNICATION DRILL.

At Headquarters on Tuesday, 15th inst., at 6.30 p.m., Officers and N.C.O.s of "A" and "B" Companies will attend. Other Officers and N.C.O.s may attend if they so desire. Infantry Training, 1914, Sections 1 to 35, will be practised.

LECTURES.

The following will be the course of lectures to be given between the 10th January and the end of March:—

January 10th.—Map Reading and Field Sketching.

January 17th.—Field Service Regulations.

January 24th.—Military Law.

January 31st.—Map Reading and Field Sketching.

February 7th.—Field Engineering.

February 14th.—Military Law.

February 21st.—Field Service Regulations.

February 28th.—Map Reading and Field Sketching.

March 7th.—Military Engineering.

March 14th.—Military Law.

March 21st.—Field Service Regulations.

March 28th.—Military Engineering.

Lieut. D. R. Wahl, R.E., has very kindly consented to deliver the lectures on Military Engineering.

PROMOTION.

No. 106 Corpl. J. R. Kinghorn to be Sergeant, dated 11th Jan., 1918.

Orders for Army Companies by Captain W. W. Russell, V.D.

PARADES AT BELCHERS BATTERY.

(Except on 15th inst.)

Sunday, 15th inst.—

Right and Left Half Companies.

Sub-cadets practice at Stonecutters.

Parade at Blake Pier at 8.20 a.m.

Monday, 14th inst.—

7.30 a.m. Right Half Co. D.R.F. Class only.

5.15 p.m. Left Half Co. D.R.F. Class only.

Tuesday, 15th inst.—

7.30 a.m. Right Half Co. Full parade.

5.15 p.m. Left Half Co. Full parade.

Thursday, 17th inst.—

7.30 a.m. Right Half Co. Layers' and Sergeants' Class only.

5.15 p.m. Left Half Co. Layers' and Sergeants' Class only.

Friday, 18th inst.—

7.30 a.m. Right Half Co. Full parade.

5.15 p.m. Left Half Co. Full parade.

ORDERS FOR ENGINEER COMPANY BY CAPTAIN W. RUSSELL.

11th to 15th inst.—

E. L. Manning nightly at Belchers and Lyceum. Parades as per Roster posted at Headquarters.

Engine drivers at 5.45 p.m.

Electricians at 6 p.m.

Officers next for duty:

Belchers, 2nd-Lieut. Brown.

Lyceum, 2nd-Lieut. Hill.

Stonecutters, Lieut. Stevenson.

Parades for Instruction.—Classes for higher ratings at Belchers at 6 p.m. on Tuesday and Thursday, under Staff-Sergeants Ovenshine and Parsons, R.E., Corp. Day and 2nd-Corpl. Norris, R.A.D.C.

Examinations for higher ratings will be held in the 3rd week of January at Belchers and the 4th week of January at Lyceum. Exact dates will be notified later.

ORDERS FOR INFANTRY BATTALION BY MAJOR H. A. MORGAN.

PARADES—"A" COMPANY.

Monday, 14th inst.—

4.30 p.m. Annual Musket Course, Part 1, Practices 1 and 2, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. No. 2 Platoon at Headquarters. Musket instruction. Dress: Drill order with pouches.

Tuesday, 15th inst.—

4.30 p.m. Annual Musket Course, Part 1, Practices 3 and 4, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. No. 1 Platoon at Headquarters. Musket instruction. Dress: Drill order with pouches.

Wednesday, 16th inst.—

4.30 p.m. Annual Musket Course, Part 2, Practices 5, 6, 7 and 12, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. No. 3 and 4 Sections on Murray Parade Ground. Musket instruction. Dress: Drill order with pouches. Sergt. Oxberry and Corpl. Grimes will attend.

Friday, 18th inst.—

4.30 p.m. Annual Musket Course, Part 2, Practices 8 and 9, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. No. 2 and 3 Sections on Murray Parade Ground. Musket instruction. Dress: Drill order with pouches. Sergt. Oxberry and Corpl. Grimes will attend.

On duty 22nd to 29th inst. inclusive. "B" Company.

On duty 30th inst.—Mounted Section.

On duty 31st inst. and 1st Feb.—Machine-gun Company.

On duty 2nd to 8th Feb. inclusive. "A" Company.

Ordinary Office from 15th to 16th inst.—Lieut. Rea.

Ordinary Office from 20th to 21st inst.—Lieut. Wright.

G. E. STEWART, Capt., Adjutant, H.K.D.C.

Hongkong, 11th January, 1918.

Friday, 18th inst.—

4.30 p.m. Annual Musket Course, Part 2, Practices 10 and 11, at King's Park Range, for all who have not fired these practices. Dress: Drill order with pouches.

"B" COMPANY.

Monday, 14th inst.—

4.30 p.m. Annual Musket Course, Part 1, Practices 1 and 2, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. No. 8 Platoon, at Kowloon Dock. Musket instruction. Dress: Drill order with pouches.

Tuesday, 15th inst.—

4.30 p.m. Annual Musket Course, Part 1, Practices 3 and 4, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

Wednesday, 16th inst.—

4.30 p.m. Annual Musket Course, Part 2, Practices 5, 6, 7 and 12, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. No. 5 Platoon at Headquarters. Musket instruction. Dress: Drill order with pouches.

Thursday, 17th inst.—

4.30 p.m. Annual Musket Course, Part 2, Practices 8 and 9, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. Nos. 6 and 7 Platoons at Headquarters. Musket instruction. Dress: Drill order with pouches.

Friday, 18th inst.—

4.30 p.m. Annual Musket Course, Part 2, Practices 10 and 11, at King's Park Range, for all who have not fired these practices. Dress: Drill order.

5.15 p.m. Nos. 6 and 7 Platoons at Headquarters. Musket instruction. Dress: Drill order with pouches.

Sunday, 20th inst.—

8 a.m. No. 9 Platoon (Kowloon Dock Sections, as detailed by C.S.M. Matvey), at King's Park Range. Annual Musket Course, Part 2, Practices 15, 16, 17 and 18. Dress: Drill order with pouches.

MACHINE-GUN COMPANY.

Dress for all Parades, Clean Fatigue.

Monday, 14th inst.—

8.10 p.m. No. 1 Gun at Kowloon Dock. Hongkong residents proceed by launch from Statue Warf at 4.30 p.m.

Tuesday, 15th inst.—

7.10 a.m. No. 3 Gun at Headquarters.

5.10 p.m. No. 2 Gun at Kowloon Dock. Hongkong residents proceed by launch from Statue Warf at 4.30 p.m.

Wednesday, 16th inst.—

5.15 p.m. Mon detailed below at Headquarters.

Ptes. Harper, Jack, Hind, Logan, McKerns, Pinner, Adda, F. C., Field, and Stapleton.

SPORT.

TENNIS.

THE BRADLEY CUP TOURNAMENT.

Yesterday afternoon the second of the semi-finals for the Bradley Cup was played on the Dockyard Recreation Club's Court at the Naval Yard. The contestants were Sergt. Major Anderson, R.E., and Sergt. Major Jewsbury, R.E. The latter won the match by three sets to two. There was some remarkable in and out play, but the issue was in doubt to the end, and in the opinion of many the contest was one of the best witnessed in the competition.

Jewsbury won the first set comfortably, 6/2. In the second set the positions were reversed, Anderson winning by 6/2, and this in spite of an accident which brought about his temporary retirement. When the games were 6-2 a hard smash from Jewsbury caught him on the head, and play had to be stopped for a while. Sergt. Major Jewsbury won the third set 6-1; and then once more Anderson turned the tables on his opponent by taking the next set 6-2. With such a record it was naturally difficult to forecast the winner of the fifth and deciding set. Sergt. Major Jewsbury went away with a rush and won the first four games. Then came Anderson's turn, and by means of some good low, hard volleys he managed gradually to draw level with his opponent. It seemed to be anyone's match, and when Jewsbury won the next game and Anderson promptly equalised interest among the spectators was roused to the highest pitch. All the way through, however, Jewsbury had managed to take the lead, and he did it again in the final stage by winning the last two games and the match.

The scores were:—

Sergt. Major Jewsbury, 6-2, 6-1, 7-5.

Sergt. Major Anderson, 6-2, 6-2.

Sergt. Major Jewsbury will meet Sapper Townsend, R.E., in the final, to be played on Friday next.

Sapper Townsend, R.E., defeated Sergeant Jves, 8th Co., R.G.A., on Thursday, the scores being:—

Sapper Townsend, 6-3, 6-6, 6-2.

Sergeant Jves, 7-5, 6-1.

CRICKET NOTES.

TO-DAY'S MATCHES.

The Club v. R.E. on Club Ground.

Navy v. C.R.C. at Happy Valley.

K.C.C. v. R.G.A. at Kowloon.

Craigengower v. Middlesex at Craigengower.

Three months ago when the Engineers met the Club they succeeded in making 111 runs, but though they tried no fewer than nine bowlers they did practically nothing against the Club batsmen, who put together the huge total of 287 for the loss of eight wickets. To-day the Club will probably win, but with Rankes and Crippwell bowling up to their recent standard they will find difficulty in making 100 runs, and it is quite on the boards, if Pearce and Maricel are dismissed cheaply, that the Sappers will win. They have beaten the C.R.C., the University and Craigengower, and to beat the Club is the height of their ambition.

The Chinese Recreation Club meet the Navy, and this ought to provide a close match. The Sailors are bracketed with the Middlesex at the foot of the table, but they are a much better side than that position implies. If they can get rid of Ng, Sze Kwong quickly they ought to win, as both their bowling and batting are quite good. However, Un Hing Fan, who has been in splendid form lately, may have a lot to say in the disposal of the points. The Navy are unfortunate in not being able to field their strongest side regularly.

Kowloon will entertain the Gunners at King's Park and should manage to get all three points without much trouble. Of course, after their long rest of nearly a month some of the home side's crack batsmen may quite conceivably come to grief, and they must not take their opponents too cheaply. A win will bring them to the top of the table again, neither the University nor the Civil Service are playing, and at present they are the likeliest side to win the League Competition.

Craigengower ought to improve their position at the expense of the Middlesex this afternoon, but their batting has been so weak lately that anything may happen. On their present form it is difficult to imagine that this was the team that made 101 against the Club and whose tail wagged to the extent of 87 runs. The Middlesex bowling and fielding are quite good, but their batting is the worst of their opponents, and the order of the day here, with Graham and Grimmett improving their averages.

(Continued at foot of next column.)

BILLIARDS.

OPENING OF NEW TABLE AT V.R.C.

The new billiard table, presented by the Hon. Mr. Ho Fook to the Victoria Recreation Club, was opened last night by the Hon. Mr. Cland Severn, C.M.G., before a large gathering of spectators.

The Hon. Mr. Cland Severn, in declaring the billiard table open for games, thanked the Hon. Mr. Ho Fook for his generous gift, which, he said, would prove a pleasure to the members and a source of profit to the Club.

The Hon. Mr. Severn and Mr. J. Rodgers, of the China Sugar Refinery, then played the opening game for a quarter of an hour, Mr. Rodgers winning the game, the score reading: Mr. Severn, 48; Mr. Rodgers, 70.

The big match of the evening, that between Sergt. W. Pitt and Gr. J. R. Lord, for the championship of the Colony, followed. The game was one of 600 up. Sergt. Pitt started well, reaching 82 (including a 35 break) to his opponent's 43. Lord was not playing up to his usual form at the commencement, not seeming to possess any confidence, but after the first 100 had been reached he improved considerably. The players were level at 179. Pitt then got a break of 21, bringing his total to 209, while Lord's score stood at 184. The latter, however, nursed the balls well, and with a splendidly compiled break of 41, the highest during the first half of the game, raised his score to 235. Some small breaks followed, Pitt increasing his score to 283. Another good break of 35 by Lord carried his score to 306, when there was an interval, Lord leading by 23.

On the resumption of play Lord again compiled a useful break of 23, carrying his score to 329, while Pitt's stood at 303. Some small breaks followed, after which Pitt secured a pretty break of 24, which raised his score to 326, while Lord's stood at 385. Another break of 27 raised Lord's score to 412, to his opponent's 367.

Two more breaks of seventeen each increased Lord's total to 440 and Pitt's to 384. Pitt followed this up with a 28 break, which took him over the four hundred stage. Two more breaks, one of 22 and the other of 24, brought his score up to 470, three less than Lord. Another break of 9 by Pitt gave him the lead. An even game ensued, the scores being Lord 499 and Pitt 486. A further break of 31 by Lord enabled him to pass the 500 mark. Pitt soon equalised with a 14 break. After this a keen contest followed, both players following each other very closely. At following each other very closely. At one stage the game stood, Pitt 531, Lord 523. Lord increased his score to 540, when Pitt, with a good break of 31, carried his to 562. After two or three small breaks bringing Pitt's total to 591, a break of 9 by him won the game, the final scores being, Pitt 600, Lord 567.

At the conclusion, the Hon. Mr. Severn presented a cup to the winner and congratulated him on his success.

SOLDIERS' CLUB TOURNAMENT.

The 88th Company R.G.A. won their way into the semi-final of this competition in convincing style on Thursday night at the Soldiers' Club. At the commencement of the evening's play the winners were leading by 71 points, which Sergt. Davis increased to 171 points by defeating Bomb. Atwood by exactly 100. Master-Gunner Hartree by the good billiards recovered 10 points of the defeat, and when Captain Cooney and Gunner J. Lord met in the final game the 88th Company was 153 points to the good. In the last tournament they were 141 in front in the same circumstances, but so well did Lord play that he saved the game for his team, the result being a tie. Last night, however, the result was distinctly off form, with the result that distinctly off form, with the result that Capt. Cooney not only obtained the necessary points, but afterwards, playing with great confidence and aided by luck, won his game by 27 points. The winning team will meet the 3rd and 4th Platoons of the Hongkong Police Reserve in the semi-final. Final scores:—

88th Coy., R.G.A. 83rd Coy., R.G.A.

Sergt. Davis 250 Bomb. Atwood 150

Br. Drummond 231 M/G. Hartree 250

Capt. Cooney 250 Gunner J. Lord 223

Total Score...1,466 Total Score...1,277

CRAIGENGOWER v. MIDDLESEX REGT.

In this League fixture, to be played to-day at 2 p.m. on the C.C.C. ground, the home team will consist of:—A. W. Ed. Grimmett, J. S. Graham, W. W. Edwards, M. H. Abbas, J. D. Norris, F. S. Thompson, W. Pitt, F. Schnepp, D. K. Kharas, T. F. Ford and R. Bass.

ASSOCIATION FOOTBALL.

There should be some good football at the Happy Valley to-day. In the first division the Club and Royal Engineers meet for the first time this season, and a great game is expected. The Sappers will be at full strength; and, as they are at present on top of the league, no doubt they will make a great effort to retain that position, for, if they lose and the R.G.A. win, the two teams will tie for first place. The Engineers have not yet been defeated, and the long-passing, open game they play is well suited to the Club ground, where there is plenty of room to swing the ball about. The Club have not yet won a match in this league, having lost two and drawn two, but they are, nevertheless, far from being a weak team, and it is quite possible that they may spoil the unbeaten record of the soldiers. The R.G.A. and Navy meet on the Navy ground, the former with a weak team, both Green and Town, and being unable to turn out. The Navy team, too, varies considerably, but if it should be at full strength the gunners will have very hard work to avert defeat.

What will possibly be the deciding match of the 2nd division takes place on the Club Ground at 2.30, between the South China Athletic and the 88th Company, R.G.A. Unless the unexpected happens, one of these two teams should head the list at the end of the season, although, of course, there are a lot of matches to be played yet, and "there is many a slip," etc. The South China team has relatively the better position, possessing 8 points for 5 games played, while the R.G.A. team has played 7 matches and claims 11 points. At their last meeting the Chinese won by two goals to nil, and if they can repeat this performance to-day they will be hot favourites for championship honours. The 88th Company and St. Joseph's College meet on the Navy Ground, and the College team should win without much difficulty.

TO-DAY'S MATCHES.

HONGKONG LEAGUE.

H.K.F.C. v. R.E.—Club Ground. Kick-off 4 p.m. Referee, Mr. Pugh.

R.G.A. v. Navy—Navy Ground. Kick-off 4 p.m. Referee, Mr. Wright.

DIVISION II.

83rd Co. R.G.A. v. St. Joseph's College—Navy Ground. Kick-off, 2.30 p.m. Referee, Mr. Tucker.

88th Co. R.G.A. v. South China Athletic—Club Ground. Kick-off, 2.30 p.m. Referee, Mr. Leach.

TEAMS.

H.K.F.C.—Goldenberg, Cave, McOubbin, (Captain), Ralston, Stewart, Rodger, Grimmett, Chasels, Gerrard, McTavish, Wood.

R.E.—Clarke, Bloomfield and Lucas; Charters, Smith and White; Horne, Gordon, Townsend and Pucall.

R.G.A.—Taylor; Grettton and Dickenson; Gorman, Talfourd and Hall; Youngman, Edgeler, Saunders, Turner and Baxter.

88th Co.—Griffiths; Jones, W., and Phillips; Green, Sharman and L. Jones; Taylor, Hancock, Watson, Jones, J.L. and Lt. Millington.

LEAGUE TABLES TO DATE.

HONGKONG LEAGUE.

Club	P	W	L	D	P	A	P
R.E.	3	3	0	0	12	1	6
R.G.A.	3	2	0	0	9	1	4
Navy	2	1	0	0	2	3	2
Club	4	0	2	2	5	8	3
Middlesex	5	0	3	2	3	20	2

UNITED SERVICES LEAGUE.

Club	P	W	L	D	P	A	P
H.K.D.C.	4	4	0	0	8	3	8
R.E.	2	2	0	0	8	0	4
Navy	4	2	0	0	8	3	4
Middlesex	3	0	3	0	8	10	0
R.G.A.	3	0	3	0	0	5	0

HONGKONG LEAGUE, DIVISION II.

Club	P	W	L	D	P	A	P
88th Co.	7	5	1	1	19	5	11
R.E. Res.	5	3	2	0	18	14	9
S. C. Athletic	5	4	1	0	9	2	8
8th Co.	7	3	3	1	11	15	7
Staff and Dep't	7	3	3	1	0	12	7
Kowloon	8	2	3	3	13	17	7
St. Joseph's	7	3	4	0	12	13	6
83rd Co.	6	1	4	1	8	14	3
Middlesex	5	0	3	2	5	15	2

KAISER AND ALSACE.

The *Neue Presse* of Vienna states that the Kaiser, during his recent visit to Roumania, referring to M. Painlevé's speech in the French Chamber, said:—

"The maiden speech of the new French Premier has just been brought to me. So M. Painlevé wants Alsace and Lorraine again! Good! He can fetch them. And what high-sounding phrases with no trace of deep thought behind all those words!"

HONGKONG MAGISTRACY.

THEFT OF GUNNY BAGS.

A Chinese was charged with the theft of several gunny bags from the Kwong Yick Wharf in Connaught Road West.

A *lukong* said he saw defendant with the gunny bags slung over his shoulder, walking along Des Vaux Road. In reply to questions, defendant said he was engaged by another man to convey the bags to a tea-shop.

Mr. J. R. Wood sentenced defendant to six weeks' hard labour.

EMBEZZLEMENT.

A Chinese *foh* of a rice store pleaded guilty to embezzling \$9.41.

Inspector Macdonald said defendant was sent round to collect some money owing to the firm and did not return.

The master of the store said that defendant had been sent round to collect three accounts, two of which he had faithfully rendered.

Defendant said he spent a portion of the money, and lent the remainder to a friend who was in need.

Mr. Dyer Ball sentenced defendant to three months' hard labour.

THEFT FROM THE CHINA SUGAR REFINERY.

A Chinese employed at the China Sugar Refinery pleaded guilty to stealing 51 lbs. of sugar, the property of the Refinery.

Inspector Sim stated that while defendant was going through the Refinery gates, he was stopped by a watchman and searched, and a small bag of sugar was found in his pocket. A further search at the Police Station revealed another bag, containing sugar, which had been ingeniously concealed round defendant's waist.

Defendant stated that he carried away a little sugar, which he found scattered about the floor, to sweeten his *congee*.

Mr. J. R. Wood sentenced defendant to six weeks' hard labour, and four hours' stocks opposite the Refinery gates.

ALL OVER A COLLISION.

Six Chinese were charged with disorderly conduct on the Fraya, Kennedy Town.

Inspector O'Sullivan stated that on Thursday evening the defendants, who belonged to two *lukong*, quarrelled over a collision. They threw bricks at each other, as a result of which two of them had to be sent to the Government Civil Hospital. The statements the defendants made at the Police Station were so contradictory that there was no alternative but to charge them with disorderly conduct.

All the defendants denied creating a disturbance. They stated that the Police had arrested the wrong party. They were quite innocent, and the guilty had escaped.

Mr. J. R. Wood fined five of the defendants \$5 each, and bound over the sixth defendant to be of good behaviour for six months in a personal bond of \$50.

OPIMUM PROSECUTIONS.

A Chinese was charged with being in unlawful possession of ten tael of opium dross.

Inspector O'Sullivan said that when defendant was arrested on board a steamer in harbour he offered the *lukong* some money for his freedom.

As there was not enough evidence to warrant a conviction, Mr. J. R. Wood discharged defendant.

An old woman was next charged with a similar offence.

Defendant said she had arrived lately from up-country.

It was stated that defendant was watched on suspicion at the Kowloon Railway Station, as she was buying a ticket to proceed up-country, and the opium was found concealed underneath her jacket.

Mr. P. R. Wood sentenced defendant to two months' hard labour and ordered the opium to be confiscated.

SNATCHER CAUGHT BY A SOLDIER.

A Chinese youth was charged with snatching a gold hair-press valued at \$5 from a Chinese woman.

Defendant denied the offence, and said he was on his way to Wanchai in search of a policeman when he was arrested by the Police.

The complainant stated that defendant followed her to Wanchai, whether she was going to visit a relative, and suddenly snatched the hair-press and disappeared. She gave chase, crying out "stop thief."

Loc. Corp. Conway of the 22nd Middlesex Regiment said that while he was walking along Murray Path he met a defendant running up the road with a Chinese boy at his heels, hiving a police whistle. Witness caught defendant and asked him what was the matter. He replied "nothing." The complainant then came up and charged the defendant with snatching the hair-press. Witness searched defendant and found the hair-press in his right pocket.

Mr. Dyer Ball sentenced defendant to six months' hard labour and ten strokes with the birch.

INTIMATIONS.

LANE, CRAWFORD & COMPANY.

(ESTABLISHED 1850.)

(TELEPHONE 1741.)

GENTLEMEN'S OUTFITTING DEPT.

A CHOICE STOCK OF

DRESSING GOWNS

IN ALL SIZES.

VIYELLA PYJAMAS

IN ALL WEIGHTS.

READY-TO-WEAR TAILOR-MADE OVERCOATS

DENT'S HAND-KNITTED GLOVES

White \$2.50 Khaki \$2.00 per pair.

SILK AND WOOL SCARVES

From \$2.00 Each.

KNITTED WAISTCOATS

WITH AND WITHOUT SLEEVES.

LANE, CRAWFORD & CO.

(19)

ANDERSEN, MEYER & CO., LIMITED.

Hotel Mansions.

Telephone 1980.

GENERAL IMPORTERS AND EXPORTERS.

Exceptional facilities for quick delivery of

General Imports.



(19)

Powell Ltd

TELEPHONE 346

OUR ANNUAL CASH SALE

Commences on MONDAY next, January 14th, 1918.

FOR THREE DAYS ONLY.

Bargains in all Departments.

At 80% reductions to clear.

LADIES' SHOES.

Oddments and Samples.

At 80% reductions to clear.

THE WAR.

SUCCESSFUL RAIDING ON WESTERN FRONT.

MANY CASUALTIES INFLICTED ON ENEMY.

THE PEACE NEGOTIATIONS.

SELECTING NEUTRAL TOWN FOR POUCEPABLES.

RUSSIA TO NATIONALISE PRODUCTION.

Branco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE BRITISH FRONT.

SUCCESSFUL RAIDS.

LONDON, January 11th.

Field-Marshal Sir Douglas Haig reports:—The London and Rifle Regiments successfully raided at three points the trenches south-eastward of Ypres, inflicting many casualties and capturing a few prisoners.

Hostile artillery were active in the Bullecourt, Lens and Ypres neighbourhoods.

Our aeroplanes on Wednesday bombed enemy's billets and hutments and machine-gunned enemy troops in trenches from a low altitude.

We brought down four and drove down two enemy machines. Three of our machines are missing, two of which collided over the enemy's lines.

EARLIER CABLES.

HOSTILE ARTILLERY ACTIVE.

LONDON, January 10th.

Field-Marshal Sir Douglas Haig reports slight hostile artillery firing in the neighbourhood of Gonnelieu.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE TORPEDOED HOSPITAL SHIP.

LONDON, January 10th.

The extinction of the light after the explosion on board the *Rena* hampered the work of rescue, and the discovery of a piece of candle in a seaman's locker proved invaluable.

All on board were transferred to the boats within fifty minutes. Solidarity for the wounded was remarkable, nurses, officers and men giving their garments to cover them. The crew were without boots and without socks, owing to the scarcity with which they rushed to their posts. The cold was most bitter. Three detachments of walking patients and the boat's crews, finding the boats to which they were allotted had been blown to atoms by the explosion, lined up very calmly at the officers' command and stood silently on the port side with the ship listing in that direction and sinking steadily, awaiting apparently certain death. It was only near the end that room was found for them in the other boats.

After the explosion the first attention was given to cut cases below the water-line. Here the water was rushing in and soon was two feet deep. There was a race with death to get the patients out. There was no time to use the lifts, even if they had been working. Men were carried upstairs singly, clad only in pyjamas, but a blanket was wrapped round each. The ward was cleared just in time, as it was under water in twenty minutes.

The wireless was wrecked by the explosion, but the emergency apparatus was intact, and the operators sent off "S.O.S." seven times before the current failed. The first three rescuing ships arrived after three hours. Meanwhile the patients were suffering agonies from the intense cold. Some of the boats were leaking badly. Only one patient was injured in removal, sustaining a fractured leg.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN AIRCRAFT STATISTICS.

LONDON, January 10th.

A German wireless official report states:—The enemy's aircraft losses during December were nine balloons and 119 aeroplanes, of which 47 were brought down in our lines.

We lost 82 aeroplanes and two balloons.

The Near East.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

LATE GENERAL MAUDE'S LAST DESPATCH.

LONDON, January 10th.

A despatch by the late General Maude, C.B., dated October 15th, 1917, is published in the *Gazette*, and deals with the operations in April, ending in driving back two enemy Army Corps into Jabal Hamrin and Tekrit.

The despatch explains that it was the abnormal heat and dust-storms that frustrated the capture of Ramadiah.

The deceased General describes the final capture of Ramadiah on April 29th, and says the health of the troops during the summer was uniformly satisfactory, cholera, enteric or scurvy were either non-existent or negligible.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

CANADA AND THE WAR AIMS.

OTTAWA, January 10th.

The Duke of Devonshire has cabled Mr. Walter Long as follows:—

"My Ministers have read with much gratification the report of the speech in which Mr. Lloyd George recently defined in clear and unmistakable language the war aims of Great Britain and her Allies in the great conflict now pending. They are in cordial agreement with the principles announced by the Prime Minister as being those best calculated to restore and maintain the blessings of security and peace, and reaffirm their determination to continue their whole-hearted support of the cause of liberty and democracy until the purposes for which the Empire is fighting shall have been accomplished."

NEW ZEALAND'S REVENUE.

WELLINGTON, January 11th.

The Finance Minister has announced that nine months' revenue shows an increase of £170,000.

Large payments were to be made in the final quarter, which will put the revenue total in a strong, healthy position.

THE AUSTRALIAN CABINET.

PRACTICALLY NO CHANGES.

MELBOURNE, January 10th.

The new Hughes Cabinet has been sworn in.

There are practically no changes.

Mr. Tudor, leader of the Opposition, has given notice of a motion of non-confidence in the Government.

THE SILVER MARKET.

LONDON, January 11th.

The silver market is quiet.

GERMANY'S HONOUR.

LONDON, January 11th.

Mr. Balfour, at a meeting on war aims at Edinburgh, unreservedly eulogised President Wilson's declaration that the United States had but recently taken their rightful place in the political community of the western nations, and for the first time in their history had entered fully into the struggle against barbarism. Despite repeated neutral and *Entente* invitations, the Central Powers systematically had not declared their war aims, although their recent half-hearted hope for the avoidance of future wars had evidenced some improvement in their moral tone.

Referring to Belgium, Mr. Balfour said that if the Germans left tomorrow they would leave a derelict and starving population, and would consider it contrary to their honour to repair and better their wrongs.

The Germans had been wholly alien from a sense of honour before all the world. They had actually announced that the German dignity would be outraged if they were asked to give reparation. By their refusal to consider our terms the whole world had learned for what Germany was warring.

Mr. Balfour showed how intimately our war aims concerned the hearths and homes of Great Britain and the Dominions. When a Power like Germany, with her methods, ambitions and morality, was running amok and shattering the fabrications of civilization to its foundations, the present sacrifices called for were nothing compared to the evils that would befall our children and grandchildren if the war ended in a German peace.

Mr. Balfour showed how intimately our war aims concerned the hearths and homes of Great Britain and the Dominions. When a Power like Germany, with her methods, ambitions and morality, was running amok and shattering the fabrications of civilization to its foundations, the present sacrifices called for were nothing compared to the evils that would befall our children and grandchildren if the war ended in a German peace.

ELECTORAL REFORM BILL.

PRINCIPLE OF WOMAN'S SUFFRAGE ADOPTED.

LONDON, January 10th.

In the House of Lords, on discussion of the Electoral Reform Bill, the principle of woman's suffrage was adopted by 134 votes to 69.

AMERICA'S ARMY.

WASHINGTON, January 11th.

The Secretary of War, Mr. Baker, announced that there were now nearly 1,500,000 American troops in the field or in training at home and abroad. No such army in the history of the world had been ever raised, equipped and trained so quickly.

The aviation section on January 1st consisted of 3,900 officers and 82,120 men, compared with 65 officers and 1,120 men on April 1st last year.

Independent lines of communication and supply were being constructed in France, and great plans had been formulated for the production of new instruments of war.

Mr. Baker announced that the Government was planning the despatch of an additional 90,000,000 bushels of wheat to relieve the Allied food shortage, and the American people would be asked to economise to make up the deficiency.

Legislation was being drafted to make wheatless days compulsory and prescribing war bread. The question of whether the situation would affect the later Allied agreement for the transportation of American troops was left largely to the Allies.

EARLIER CABLES.

AMERICA AND THE WAR.

FEDERAL WOMAN'S SUFFRAGE.

WASHINGTON, January 10th.

President Wilson has advised the Committee of Congressmen to vote for Federal woman's suffrage as an act of right and justice.

THE FLOUR QUESTION.

The Food Administration has agreed to take thirty per cent. of the output of all mills in the United States for the Army and Navy and for the Allies.

President Wilson's speech.

THE ROMANIAN PETROLEUM WELLS.

ZURICH, January 10th.

The leading German financial journal, *Die Welt*, states that the Romanian petroleum wells were so thoroughly destroyed by the Allies that there is no chance of the company now owning them paying a dividend for many years.

THE RUSSO-GERMAN PEACE NEGOTIATIONS.

PROCEEDING FAVOURABLY.

PETROGRAD, January 10th.

It is officially announced that the discussions at Brest-Litovsk were resumed on January 5th. They related to the selection of a neutral town for the peace negotiations, and they are proceeding favourably.

AFFAIRS IN RUSSIA.

NATIONALISATION OF PRODUCTION.

PETROGRAD, January 10th.

A decree forbids the payment of dividends by private companies and all share transactions, pending a scheme for the nationalisation of production.

CLAIMS OF BOLSHEVIKS.

The Bolshevik Agency declares that the attempts to break the power of the Soviets are crumbling.

General Dutov is beaten and is fleeing, General Kaledin's troops are defeated and are retreating, the Soviet at Rostoff has been liberated, and the Cosacks at the front are unanimously against Kaledin, whose troops, which were sent to the Don, are returning.

FRENCH SHIPPING.

LONDON, January 10th.

The French shipping returns show the arrivals 857, and the departures 728. Of the sinkings one was over and there were none under 1,600 tons. Four were unsuccessfully attacked.

SECRET DYE PROCESSES FROM SWITZERLAND.

LONDON, January 10th.

The *Daily Mail* states that after two years' persistent effort a group of British textile traders have brought to England from Switzerland 257 secret German dye recipes.

The Government allowed the group to borrow a chemist, who went to Switzerland and tested the recipes, which were in the possession of a Swiss chemist.

A British Consular officer watched the tests, and the recipes were safely brought to England. The agent of the group was dogged by Germans every time he went to Switzerland. His baggage was stolen, he was drugged and assaulted and thrown into the gutter. Once he was followed by two men to Havre, where they were captured.

The group does not intend to form a monopoly, but will offer the recipes to the British Government for use at established works.

WOMEN'S AGE.

A SWEEPSTAKE DRAMA.

To relieve the tedium of a recent homeward voyage the smoking-saloon habitués of a Cape steamship invented a new sweepstake.

The bright idea originated during a debate as to the age of one of the women passengers. "Let's take all the women in the passenger list," suggested the sportsman who thought of the sweepstake, "and each of us guess their individual ages, add up the total, and find his estimate to the nearest." The purser has exact information in the age declarations of every passenger. He can add up the true aggregate, and the man who comes nearest to it takes the pool.

The sweepstake was carried out, but so far from beguiling the tedium of a voyage it made it worse, for it ended in a certain number of embittered men, a wretched purser, and a ship's company of suspicious and quarrelling women. First of all, the women saloon passengers could not understand, and much resented, men passengers walking round their chairs, making calculations with pencils, studying their hands and complexions with perturbing curiosity. Then, when the sweep was drawn, the mean man was embittered who had secretly gone round to most of the women passengers and tried to elicit their ages. The mean man's aggregate estimate was 450 years, under the winner's guess. The innocent man was also embittered who had gone round to women asking them to give him their judgment as to other women's ages. The innocent man's estimate was 600 years above the winner's guess. And the purser was most embittered of all, for not one woman passenger would speak to him the rest of the voyage.

FATAL MOTOR ACCIDENT.

INQUEST ON THE BODY OF A CHINESE CHILD.

An inquest was held by Mr. J. R. Wood, yesterday, into the circumstances surrounding the death of a Chinese male child, aged five years, who was knocked down by motor-car No. 25, of the Dragon Cycle Co., on the 21st ultimo.

After the jury had been empanelled, Mr. Wood, addressing them, said that the child was knocked down near the Causeway Bay terminus of the Hongkong Tramway line while returning to town from Quarry Bay. The child eventually expired in hospital.

Dr. H. Macfarlane said there was a big bruise on the right side of the face and head of the deceased. The cause of death was fracture of the skull. It appeared to him that the child was knocked down on his right-hand side, and from that he surmised that the motor-car struck the child on the right side.

A plan of the scene of the accident was shown to the jurors by the Coroner, who explained that, according to the report of the car driver, the boy was knocked down on his left side, while the police report said it was the right side.

The mother of the deceased said that on the 21st ultimo her junk was in Causeway Bay. The deceased went ashore at 11.30 a.m. She was away at the Courts at that time. Upon her return at noon she was told that her son had been knocked down by a motor-car and killed. She went ashore and found the child lying in front of a shop. She picked him up and went first to the police station and then to the Government Civil Hospital, where the boy expired.

An Indian police sergeant said that, while he was about to enter a tram-car at the tramway terminus at 12.15 p.m., a gentleman reported to him that a motor-car had knocked down a child. He went to the scene of the accident and put the child and the mother in the motor-car and took them to the police station.

Mr. Wood remanded the case.

BUSY D.Y. FOR THE FIRE BRIGADE.

THREE FIRES IN TWENTY-FOUR HOURS.

A fire broke out yesterday morning at the village of Aberdeen. It was the third fire that the Brigade was called upon to attend in twenty-four hours, the other two being at the Hongkong Hotel and at Cheung Chow. The fire-boat was requisitioned. By the time the Brigade arrived three houses, which were situated near the Paper Mill, were completely gutted. The flames were soon got under control. The origin of the outbreak is not known.

The fire at Cheung Chow, which was briefly reported in our yesterday's issue, was quite a serious affair. When the Fire Brigade reached the place a long row of buildings was ablaze. Luckily for the market building, which adjoined the houses involved, the flames spread in the opposite direction. Within a short time thirty-two houses were destroyed.

It is believed that the fire originated in a shop where crackers were sold. The amount of the damage is not yet known.

HONGKONG AND SHANGHAI BANK DIVIDEND.

We are officially informed that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:—

A final dividend for the year ending 31st December, 1917, of £2 3s. per share and a bonus of 21 per share subject to deduction of Income Tax.

Add to the Silver Reserve Fund \$1,000,000.

Write off Bank Premises 1,000,000.

Carry forward about 32 lacs.

WELSH "TOMMY" KEEPS THE GERMANS GUESSING.

The British Tommy has always been famous for the brilliancy of his powers of romance, if asked questions he did not want to answer by people who had no right to know. The latest illustration is afforded by a repatriated soldier of a Welsh regiment. He had been a prisoner in the camp of Gutzow, where the German authorities, with a view to securing skilled labour, were anxious to learn the occupation of the prisoners. But surely never before were there such callings—a freestone hender, a watchmaker's striker, a milestone inspector. The Germans gave it up.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth, in their weekly share report dated January 11th, 1918, state:—

Since our last report of 4th January our local market, with the exception of Indo-China, Deferred, has been quiet but steady. The attention paid to the Indo-China market has had the effect of diminishing interest in other stocks, but we look for a broadening market before long, when dividends can be more closely estimated. Shanghai market has been quiet and inclined to weaken. Singapore market for Rubber shares is steady and prices show no change. The following are our latest wired quotations:—

Alor Gajahs	8 4/40
Ayer Panas	11 00
Glenagly	2 40
Kedah	4 10
Kempas	6 80
Malaka Pinda	2 75
Malakoff	4 40
New Serendabs	4 65
Sandycroft	4 80
Tapah	21 00

Plantation Rubber in London is quoted at 25 1/2. Bar Silver is quoted at 45 1/2. Sterling T.T. is 3/0. Singapore T.T. is 129. Shanghai T.T. is nominal at 68 and the Bank's buying rate for 3 days bills is nominal at 68 1/2.

Banks.—Hongkong and Shanghai have come to business at \$90 and close with this as the nominal quotation.

MARINE INSURANCES.—Sales of Cantons are reported at \$200 and more shares could be placed at the rate. Unions have changed hands at \$740 and there are further buyers. North China are at \$203 with exchange 73 as a nominal quotation.

FIRE INSURANCES.—Hongkong Fires changed hands at \$310, which is the nominal quotation at the close. China Fires are wanted at \$125.

SHIPPING.—We have to report the customary ups and downs in Indo-China Deferred. Market has fluctuated between \$166 and \$171 cash and between \$101 and \$180 for March. We close steady with probable buyers at \$173 March. The London market declined about 25, presumably on the publication of the directors' contradiction of the amalgamation rumours, but has since steadily recovered, and Wednesday's price from London is wired as \$39 buyers. Douglases have been done in fair quantities at \$73, and close with buyers at \$72 1/2. Steamboats are in request at \$17 1/2. Star Ferries are \$24 nominal.

QUITS.—Nothing is reported. Shells are quoted at 112 1/2 nominal. The London price is 118 1/2, ex dividend of 2 1/2. Langkats have buyers from the North at \$14. Vral Caspian are on offer at the reduced rate of 23 1/2.

BRISBANE.—China Sugars have eased somewhat during the week, and after sales at \$91, they close with buyers at this rate for the Settlement. Malabons are on offer at \$36.

MINING.—Raubs have been done at \$2.60 and buyers now offer \$2.50. The Straits is buying, but with current exchange rates their offers are scarcely up to our market prices. Tronohs have been placed at 31 1/2. Kailans have come to business at 38 1/4, and there are further buyers.

DOCKS, WHARVES AND GODOWNS.—This has been a quiet market, with little business passing. Docks were done at \$18, which remains the nominal quotation. Kowloon Wharves have changed hands at \$97 1/2 and \$98, and we close with buyers at \$97 1/2. Shanghai Docks are wanted at \$15 70.

LANDS, HOTELS AND BUILDINGS.—Market has been neglected and prices quite unchanged. Hotels and Centrals are wanted at \$90, and Humphreys at \$54. Lands are nominal at \$90, and West Points at \$81.

CORON MILLS.—No business is reported beyond a sale of Shanghai Centrals at \$12.12, and shares are now offering at \$15.12. Ewos are on offer at \$15.170, and Kung Yiks at \$15.16. Yang tsepoos are quoted \$15.700, and Oriental \$15.44, both nominal.

MISCELLANEOUS.—Cements have been done at \$7 1/2, and close steady at the rate. Dairy Farms have jumped to \$9 1/2, after sales at \$90 and \$91—further shares are offered at \$91 1/2. Trams were put through at \$6.35, and there are further buyers. Watsons have come to business at \$5 1/2. There are buyers of China Borneos at \$7 1/2, of China Lights at \$3 1/2, of China Providents at \$7 1/2, of Electric at \$48. Ties have improved to a buying quotation of \$180, without apparently bringing out sellers. Steam Landroams are better with \$4 offered. Potatoes are offering at \$24.

MEXICO.—Next Settlement day, 29th January.

TERRIBLE TRAGEDY ON THE YANGTZE.

100 LIVES SAID TO BE LOST.

A disaster, almost unparalleled in local maritime history, says the *N.Y. Daily News*, occurred on January 6th at 3.05 o'clock, in the morning, when the str. *Shanghai* collided with the str. *Pochoi*, both of the China Merchants' Steamship Co., outside Wusung near Fatung Shai. The *Pochoi* sank, with a resulting loss, it is feared, of a hundred lives. So far as can be learned 87 are known to be dead and at least 75 and probably 100 are missing. Capt. James Mackie, Mr. Robert Knox, second engineer, and Chief Officer Retherington, of the foreign staff of the ill-fated steamer, are among the dead. Among the Chinese who were drowned, or died from exposure, were 15 men, four women, three young girls and five men of the Chinese staff of the *Pochoi*.

The only member of the foreign staff of the *Pochoi* to survive is Chief Engineer Scott. Mr. Knox was rescued by one of the lifeboats, but died shortly afterwards. Second Officer Rung and the third engineer, Mr. Canace, are believed to have been drowned.

The cause of the accident has not been ascertained, but a private inquiry and investigation will be held.

THE IMPORTANCE OF DIGESTION.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

1940

THE NEW YORK TIMES
MAY 1964
C. MARTIN'S
SUNSHINE

£5,000,000,000.

BRITAIN'S WAR COSTS UP TO
SEPTEMBER£850 A YEAR TO GUARD A SINGLE
POST.

Some remarkable figures showing our enormous war expenditure and some valuable suggestions for more effective control are set out in the first report of the Select Committee on National Expenditure issued recently. Here, in brief, is our war bill.

Up to the end of September we had expended 5,000 million sterling. We are against this 1,321 millions will be owing by our Allies, Dominions and India.

3,000 millions have been added to the National Debt.

If the present daily expenditure does not increase, each six months of war will involve a gross addition to the debt of about 1,000 millions.

If interest be taken at five per cent. and an allowance made for sinking fund the gross addition to the annual debt charge consequent upon each six months of war on the present scale would be about £80,000,000 and the net addition £45,000,000.

With these figures before them the committee issue a warning. While agreeing that success must not be imperilled by the obtaining of money necessary to achieve the end in view, they point out that:

The expenditure is on a scale so immense the burden of debt which is steadily accumulating will threaten so annual charges that will threaten so gravely our future finance that the committee are of opinion that consideration of cost must be put on a different plane from that which they have hitherto occupied.

APPEAL TO THE TROOPS.

The committee suggest that the War Office should send to all commands a letter emphasising the need for further economies and that an appeal should be made to every soldier of the need of safeguarding his arms, ammunition and equipment. The War Office should bring pressure upon the more wasteful units.

The committee are impressed by the magnitude of the number of army units maintained at home, and consider that the matter should be again reviewed as a whole by the General Staff and the War Cabinet.

Three instances are quoted where reform might be effected—

(1)—The cost for the guarding of a post by a single sentry of the Royal Defence Corps is no less than £850 a year. The number of such posts and the methods of staffing them should be reconsidered.

(2)—There is in France and at a British port an immense accumulation of brass shell cases and wooden shell boxes to the value of several millions of pounds. Adequate arrangements do not appear to have been made for their return and re-use, and meanwhile the manufacture of new brass cases and wooden boxes proceeds.

(3)—There is a considerable wastage of small arms ammunition by the troops, cartridges being sometimes thrown away unused to lessen the weight of the bandoliers.

CARE OF AMMUNITION.

Considerable attention has been devoted by the committee to the operations of the Ministry of Munitions, and they find certain serious instances of lack of financial control.

A series of recommendations are made. (1) That one of the Parliamentary Secretaries should be charged with the finance of the Ministry and be responsible to Parliament, and have power to initiate steps to safeguard the interests of the taxpayer. (2) That the financial consideration of programmes and the financial aspect of national factories and allocation of orders.

They consider that the Government should have taken steps to establish such a measure of Treasury control as would have enabled the Treasury to satisfy itself that capital expenditure and contracts for munitions were being made only on terms that were carefully considered and were reasonable war conditions.

Instances of want of co-ordination in buying between different Government departments have been brought to the notice of the committee. In the words of the Treasury representative who gave evidence, the Treasury have from time to time made efforts to stop competitive buying by departments, but they have not had much success.

There is an interesting disclosure in that part of the report dealing with the operations of the Wheat Commission.

The largest purchase made by the Commission was 14 million quarters of wheat purchased direct from the Australian Government, involving £280,000,000. Shortly after contract was made shipping started, and the great bulk of the wheat is still in Australia. The Commission have a guarantee as to quality for export up to December, 1917, and have arranged with the Australian Government for the storage of the flour into which the wheat is now being converted. It is to be feared that much of the flour must be wasted if the necessary ships are not soon provided—a contingency which seems not to have been sufficiently taken into account.

The committee suggest that if it is impossible to get tonnage for export to any market immediate steps should be taken to see whether the wheat cannot be manufactured in Australia into some commodity capable of being preserved until it can be brought into consumption.

CONVY NATIONAL SERVICE. Reviewing the work of the Ministry of National Service, they find that the housing accommodation could have been more economical. The officials named included officials with salaries of £1,000 a year and in one case £1,500. It seems that the work done by these officials could have been adequately performed by persons receiving smaller salaries. £223,720 seems to have been spent by the department.

It does not seem necessary, says the committee, to have set up a large staff in an expensive hotel to obtain the loan of men from the army. We are of opinion that the results obtained were not commensurate with the preparations made and the heavy preliminary outlay of money.

WHAT IS THE NAVY DOING?

EXERCISING COMMAND OF THE
SEA

BRITISH FLEET SUPREME.

This question is often asked by those who hear a great deal of the fighting on the Ypres-Menin road, the Passchendaele ridge, and in the vicinity of Langemarck and Poelcapelle, but who never hear anything about the Navy, except when a cruiser or destroyer is torpedoed or mined or when naval airmen drop bombs on the Zebrugge locks, the docks at Ostend, or the aerodromes behind the Flanders coast. Great things have been expected from the Navy, and yet in the public view it appears to be doing nothing, while the enemy's U-boats carry on their depredations apace. Money has never been denied to the Navy. Countless millions have been expended upon it, and battleships of prodigious striking power have been built in great numbers, with cruisers and vessels of every class, and officers and men have been provided in ever-increasing numbers. It is not to be questioned that there is a certain dissatisfaction at the apparent inactivity of the Navy, and undoubtedly the Army occupied a very much larger place in the public mind, and it is to be feared, in the public estimation (says the *Daily Chronicle*).

A little acquaintance with naval history and a full realization of the existing conditions of naval warfare would show that discontent with the attitude of the Navy is wholly unreasonable. Great battles are rare events in naval operations, but the pressure of sea power has been continuous in all our wars, and has never been so effective as in the present war. No one would welcome action more enthusiastically than the officers and men of the Grand Fleet, but it takes two to make a battle, and the enemy keeps close to port. There was much talk at one time of digging the rats out of their holes, and from time to time there is advocacy of large operations of adventurous character. But if these imply that the Grand Fleet is to knock at the gate of Wilhelmshaven, defying mines and guns of enormous power, mounted in secreted positions, those who advocate such operations can find no justification in the experiences of the past, nor in the conditions of the present time.

What the Fleet has done from the very beginning of the war, and is doing at the present time, is to exercise command of the sea. The Germans claimed the Jutland battle as a "victory," but it changed the situation in no degree whatever. The British Fleet remained supreme, the enemy was powerless to move, and transport operations of stupendous character were undertaken which have brought against the German, the formidable military machine directed by Sir Douglas Haig. It is a literal truth, in the words once used by Lord Fisher, that not a soldier has gone abroad but a sailor has carried him on his back. Not only at the beginning of the war, when the original Expeditionary Force went to France, but on every day in every hour since, the Navy has been at work, ceaselessly to guard every transport which has crossed the sea.

What is meant by the disembarkation of an army of a million men, with all its guns and mighty volumes of munitions of every kind, its hospitals and railway service, its armoured cars and tanks, and every equipment which a modern army requires, can be better imagined than described. We cannot feel too profoundly our gratitude to the Navy for its arduous work and unremitting toil in safeguarding the national interests afloat, not only on the lines of communication to France, but in the support of the operations at Salonika, in Egypt and Palestine, in East Africa and Mesopotamia, and wherever the armies are fighting. The Navy has protected a continuous stream of supplies from across the Atlantic, has driven enemy commerce from the seas, and has brought about the darkening of every "place in the sun."

THE BLOCKADE. The blockade is in the hands of the Navy, and the arduous and exacting nature of the service in all weathers and all conditions is very little known to the people at large. There has been much questioning of the efficiency of the blockade, but no reproach can be made against the Navy on that ground. His Majesty's ships bring suspected vessels into port, and their liberation or appearance in the Prize Court is within the responsibility of the Foreign Office. Naval officers have become statesmen in their dealing with neutral shippers. Daily and hourly have they been at work in operating a blockade which does not consist of a line of ships before an enemy's ports, but of patrolling squadrons, all out of sight of one another but within easy steaming distance, usually about 20 miles apart. The examination service of the blockade is of the most arduous and exacting character.

None of this work is spectacular, but it goes on day and night, year in and year out. The naval authorities have hitherto been too reticent concerning the routine duties of the Navy, which have been fruitful in dramatic incidents. Now, happily, in new spirit, it is at work, and semi-official descriptions of some striking episodes arising from the conflict of our patrolling vessels with enemy submarines, and the actions of naval aeroplanes have appeared. But a great deal more is required to be done before the British people can be made to understand the unsurpassed service of the Navy in the war. It is lamentable that widespread ignorance should prevail concerning the daily work of the great force upon which our security depends, and without which neither the British Army nor the armies of any of the Allies could prevail.

An Opportunity of securing the New, 11th, Edition of the Encyclopædia Britannica

at the Minimum Price

Points to be Noted

1.—The New, 11th, Edition of the Encyclopædia Britannica is not a revision of the 10th Edition, but an entirely new work, planned and written afresh from the beginning.

2.—The 11th Edition consists of 29 volumes each containing 1,000 pages. There are 40,000 articles, 15,000 illustrations, 400 full-page plates, 300 maps. The 40,000 articles cover every branch of knowledge and are the work of 1,500 leading experts.

3.—The New Edition has been printed in two forms. It was first issued in the traditional form of large quarto volumes. 75,000 sets were sold in this form. It was then found that, by employing new and improved methods of manufacture, the book could be issued in less bulky volumes and sold at a reduction of 50 per cent. from the original price. Owing to the convenient size of its more compact volumes, this issue of the New Encyclopædia Britannica is called the "Handy Volume" issue. In this form over 120,000 sets have already been sold in the United States alone, making a total sale of

195,000 sets, equivalent to a sale of 85 million books of an ordinary size.

4.—It is this convenient and cheap issue that is now offered in China at the same low price as is charged in America where the books are printed.

5.—This low price may be paid in small monthly instalments of only \$7 Mex. with delivery of the whole 29 volumes on receipt of the first payment.

6.—The low price and easy terms of payment are not permanent. They are good for the present only and refer to a certain number of sets which have been shipped all at the same time to China for immediate sale.

7.—The books may be purchased at this low price all over China, wherever the Commercial Press has a branch, or in any town which has regular communications by steamer.

8.—The books may be seen in Shanghai at the China Office of the Encyclopædia Britannica Corporation, 37A Canton Road, and at any of the 50 branches of the Commercial Press. But in whatever part of the country you live, you can obtain a clear

idea of the contents of the New Edition from the 100-page illustrated prospectus, which will be sent post free on request.

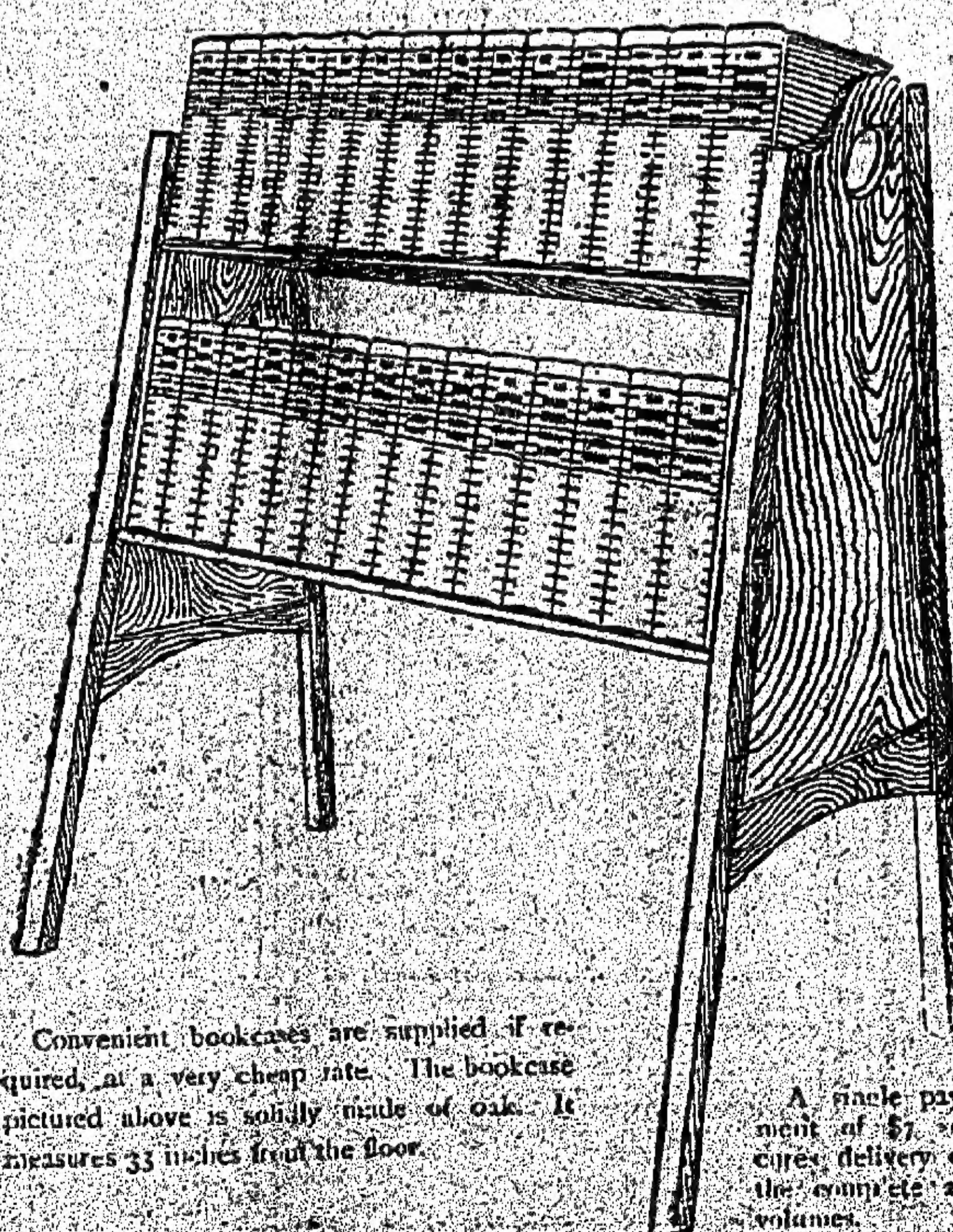
9.—You can give your order just as well through the post as in person. With the prospectus is enclosed a form of subscription giving prices and exact particulars as to monthly payments. If you decide to buy, you have only to sign this form and post it with remittance for \$7.

10.—Purchasers who choose to pay by monthly instalments will be reminded monthly when the instalments fall due and may pay their instalments in cash or through the post to the China Office of the Encyclopædia Britannica Corporation in Shanghai or to any branch of the Commercial Press throughout China.

11.—Orders are being filled strictly in rotation as they are received.

12.—On no account can the book be sold to any person or institution whatsoever at less than the price shown on the form of subscription.

If you have not seen the prospectus, and have not already written to ask for a copy, you should please do this at once. Fill in your name and address in the blank space in the attached coupon, tear it out and post it to-day. Price list and all particulars as to monthly payments will be sent with the prospectus.



Convenient bookcases are supplied, if required, at a very cheap rate. The bookcase pictured above is solidly made of oak. It measures 33 inches front the floor.

A single payment of \$7 secures delivery of the complete 29 volumes.

Fill in this coupon, tear it out, and post to The Commercial Press, at any of its branches in China and Singapore, or to The Encyclopædia Britannica Corporation, 37A Canton Road, Shanghai. If you send it in an open envelope, it will go at printed matter rate.

I have read your announcement in the "Daily Press."

Please send me, post free, 100-page illustrated prospectus of the New, 11th, Edition of the Encyclopædia Britannica. "Handy Volume" issue, also order form showing the temporary low price payable in small monthly instalments.

Name.....

Address.....

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway

EMPRESS OF ASIA. EMPRESS OF RUSSIA
30,625 tons displacement. 30,635 tons displacement.
Electric Heat in Every Cabin. Electric Light in Every Berth.
One, Two and Three-Room Suites with Private Bath.
Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.
11,000 tons displacement. 12,000 tons displacement.
Twin Screw Steel Steamships, with Modern Accommodations,
Excellent Table. Reduced First-Class Fares.
B.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai
South East and West Bound.

Through bills of lading issued via Vancouver in connection with Canadian Pacific Railway
to all Overseas Ports in Canada and United States, also to Pacific Coast Ports,
European Ports and the West India.

For information as to Passages Fares, Freight Rates, etc., apply to
Agents:

HONGKONG—MAMBA—SHANGHAI—NAGASAKI—MOJI—Kobe—YOKOHAMA.

P. D. SUTHERLAND,
General Agent, Passenger Department,
Hongkong.

J. H. WALLACE,
General Agent,
Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT
SAID and MARSEILLES.

SHANGHAI, MOJI & KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT
SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO,
PORT SAID and MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Rates for six months. Round the-world and through tickets to New York at Special Rates.

For **PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC.** apply to

P. & O. S. N. Co. **E. V. D. PARR,**
Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HAIPHONG	"TAISANG"	Sunday, 13th Jan., 7 a.m.
SHANGHAI	"KOONSHING"	Wed., 16th Jan., D'lght
HAIPHONG	"LOKRANG"	Thurs., 17th Jan., 7 a.m.
SHANGHAI	"KINGSING"	Friday, 18th Jan., D'lght
MANILA	"YUENSANG"	Friday, 18th Jan., 3 p.m.
HAIPHONG	"TAKSANG"	Tuesday, 22nd Jan., 7 a.m.
SANDAKAN	"MAUSANG"	Tuesday, 22nd Jan., noon
MANILA	"LOONGSANG"	Friday, 25th Jan., 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by steamer having up-to-date accommodation for passengers.


Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, sailing at Weihaiwei and Changhai.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto. For Freight or Passage, apply to

JARDINE, MATHESON & CO. LTD.

Telephone No. 215. General Managers (6)

 THE ROYAL
MAIL STEAM
R.M.S.P. PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SALES TO AND FROM THE UNITED KINGDOM AND
INTERMEDIATE PORTS,

Please Apply to
JARDINE, MATHESON & CO. LTD.
Telegraph No. 215. Bank. En 10. Agents.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGER
S.S. "CHINA"
 WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 HONOLULU TO SAN FRANCISCO.
JAN. 26 and APRIL 10, 1918.
AN UNRIVALED HIGH-CLASS PASSENGER
SERVICE AT INTERMEDIATE PORTS.
O. H. RITTER, Freight and Passenger Agents,
 Prince's Building, 108, Cross Street.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

Addressee	From
Barker, W. C., Hongkong Hotel	Brooklyn
Coxe, Carlton	Glasgow
" " " " " "	Luzon
(c/o) Macfarlane	Telipeh
Leahy, Sligo	San Francisco
Madden, c/o American Consul (3 telegrams)	New York
Scher	Namdhin

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—

Address	From
Hoch	W. R. Freese
Street	Amy
John Hing Loosa	Shanghai
Yung, Ramon Marv	Shanghai
" " " " " "	Shanghai
Fungai-Long, Tongshunla	Shanghai
New Amy Foot Company	Kobe
Dalla, str. Princess Juliana	Meijo
Sullivan, arc Montreir	Kobe

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Houghton.
1st Sunday after the Epiphany, 18th January.
Morning Communion (7.30 a.m.). Hymns,
25, 76, 32, 203 and 551. Service. Morning
Holy Communion (8.05). Matins II, a.
Responses, Ferial; Versicle, Turin; Psalm
Woodward and Cooke; Te Deum, Lawton;
Credo and Hophins; Benedictus, Garrett;
Hymns, 76 and 60. *N.B.*—Psalm 68, verses
1, 11, 19, 20, 24, 25, 38 and 33 in unison;
Psalm 68, verse 1, 4 and 7 in yalson. Gode Save the King. Evensong 6 p.m. Responses
Ferial; Psalm, Barby, Turin, Turler, Turler;
Versicle; Turin; Magnificat, Goss (7th ending).
None Dimittis Hayes (with morning)
Hymns, 108, 438 and 24. *N.B.*—Psalm 68
verses 1, 7, 9, 12, 14, 23, 24, 30, 31 and 33
in unison; Psalm 73, verses 6 and 6 in unison;
Hymn 206, verses 1 and 13 in unison; Hymn
485, verses 1 and 4 in unison; Hymn, 34, ver-
ses 1, 8 and 7 in unison.

ST. ANDREW'S CHURCH, Kewdon. 18th
January, 1918. 1st Sunday after the Epiphany.
Holy Communion at 8. Morning Prayer at 8.15.
Responses, Ferial; Versicle, Turin; Psalms,
25, 76 and 60. *N.B.*—Psalm 68, verses 1
and 33 in unison; Te Deum, Russell, John-
son and Pys; Benedictus, Barby, Chant 5.
W.A., Hymns, 105, 331 Turin, 303, 228 and
580. God Save the King. Evening Prayer
at 8. Responses, Ferial; Psalm, 69, Chan-
t 27 and 228, W.A., 70, Chants 935 and 2
W.A.; Magnificat, Beethoven, 27th Morning
None Dimittis Pelton; Hymns, 109, 302 (Turin),
385 A. M.; 280 and 586 (cant vers.)
unison. Vesper Hymn. God Save the King.

UNION CHURCH, Kennedy Road. Sunday
12th January. Sunday Services. Morning
Service at 11. Hymns, 329, 575, 389, 133 and
328. Evening Services at 6. Hymns, 338,
44 and 190. Preacher, Rev. J. K.
McDonnell.

FIRST CHURCH OF CHRIST, SCHEPPE
MacDonnell Road. Sunday, 11.15 a.m. W.
morning, 5.30 p.m.

**THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.**

—

**STEAM FOR STRAITS, CEYLON,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS AND
LONDON.**

—

**THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL,
AND SOUTH AFRICAN PORTS.**

—

THE Homeward Mail Steamer, carrying
His Majesty's Mail, will be despatched
from this port as usual, taking Passengers
and Cargo for the above Ports. Passenger
accommodation in the connecting vessels
secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France
and London (under arrangement) will be
conveyed by this Steamer proceeding to
Bombay and there transhipped to the
concarrying Steamer for Marseilles and
London.

Parcels will be received at the Office until
3 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, sailing dates, etc.
apply to

**E. V. D. PARR
Superintendent.**

RIGAUD'S
KANANGA
OF JAPAN
TOILET WATER

Sowers
of Imitations.

RIGAUD & Co
PERFUMERS
8, rue Vivienne, S.
Paris-France

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JULY
1877.
With Index. Price \$7.50.
On Sale at the HONGKONG DAILY PRESS

WEATHER REPORT.

January 11th, at 12.30.—No returns from Japanese stations. Pressure has increased, and slightly at Vladivostok and Wainaiwan, and decreased slightly to moderate at other reporting stations. The anti-cyclone is moving to the north eastwards, and is probably centred over the Sea of Japan this morning.

— Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch.— Total since last January, 0.00 inches, against an average of 0.37 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DIRECTION	FORCE/QUALITY
Hongkong to Gap Rock	{ N. & N.E. winds, fresh, fair.
Fortress Channel	{ North winds, fresh.
South Coast of China between Hongkong and Lanchow	{ The same as No. 1.
South Coast of China between Hongkong and Hsianan	{ The same as No. 1.

[illegible]

T. R. CLAXTON, Director.

1. **BAROMETER**, reduced to 33 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. **TEMPERATURE**, in the shade, in degrees Fahrenheit.
3. **HUMIDITY**, in percentage of saturation, humidity of air saturated with moisture being 100.
4. **DIRECTION OF WIND**, to two points.
5. **FORCE OF WIND**, according to Beaufort Scale.
6. **STATE OF WEATHER**, in blue sky, a detached cloud, a drizzling rain, a fog, a gloomy, a hail lightning, a overcast, a passing showers, a squally rain, snow, a thunder, v. visibility, a dew (or frost).
7. **RAIN** in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

— — — — —

Hongkong Observatory, January 11th.

	Previous On Date		On Date
	Day at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	30.19	30.15	30.14
Temperature	57	55	61
Humidity	42	57	42
Wind Direction ...	East	East	NNE
Force	0	6	1
Weather	c	c	c
Rain	0	0	0

HONGKONG TIDE TABLE.									
From 15th to 18th January, 1918.									
HIGH WATER.					LOW WATER.				
Days of Week.	Days of Month.	H'kong Mean Time.	H'ght.		H'kong Mean Time.	H'ght.			
		h. m.	ft. in.		h. m.	ft. in.			
Satur.	12	9 40	4 0	m	3 18	0			
		9 37	3 3		3 06	3			
Sun.	13	10 17	4 1	m	3 56	0			
		10 15	3 4		3 29	3			
Mon.	14	10 53	4 2	m	4 23	0			
		10 48	3 2		3 20	3			
Tues.	15	11 31	4 5	m	5 11	0			
		11 34	4 8		4 10	3			
Wed.	16	12 12	4 7	m	5 21	0			
		11 59	4 3		5 3	3			
Thurs.	17	12 56	4 9	m	6 32	1			
		12 50	3 5		6 0	2			
Fri.	18	1 44	5 2	m	7 16	1			
		1 44	5 2		7 15	2			

HONGKONG HORN.

Mrs A. G. Andersen	Dr F. T. Key
Mr R. Anthony	Mr & Mrs T. H. Kine
Mr D. B. B. B.	Mr & Mrs Leader
Mr Geo. S. Archbutt	Capt. T. Lazen
Mr J. H. B. Ring	Mr D. de Lagenan
Mr H. Murray Bain	Mr & Mrs Olantrian
Mrs Z. Baring	Mr J. Guidon—
Mr & Mrs H. A. Baxter	Lavallo
Master Boxer	Mr & Mrs J. Leirte
Capt J. Baz.	Mr & Mrs Albert Lewis
Mr J. D. J. ell	Mr C. Iborno Little
Mr R. E. R. B. Ilos	Mr B. Longfield
Mr & Mrs B. B. B.	Mr J. M. Lopes
Mr R. B. B. B.	Mr G. Lush
Mr J. D. B. B.	Mr G. E. Maitland
Mr & Mrs B. Bradell	Mr G. H. Meakin
Mrs E. Rand and family	Mr & Mrs E. May
Capt & Mrs Branch	Major & Mrs D. Macdonald
Mr W. G. Brownell	Dr W. W. MacMillan
Mr N. Burns	D. & Mrs O. Marriott
Mr & Mrs A. J. van Buren	Mr & Mrs J. McIntosh
Mr L. A. Calderon	Capt & Mrs W. Holmton
Miss Carpenter	Mr C. Mc. McInnes
Mr & Mrs J. C. C.	Mr & Mrs F. Se
Mr & Mrs C. C.	Mr J. M. M.
Mr E. A. V. Capora	Mr A. H. Menden
Miss M. Clarke	Mr & Mrs G. M.
Mrs R. R. Plankett—Cole	Mrs J. J. Nicolson
Mr J. D. Courtney	Mrs T. B. Deane
Mrs J. Corneal	Oldman
Mr & Mrs J. L. Davidson	Dr & Mrs Grace
Mr & Mrs E. Bennett	Ozorio
Mr M. G. G.	Mr R. P. P.
Mr & Mrs Henry George	Mr E. S. P.
Mr R. H. Galtner	Mr W. J. P.
Mr V. Gouldbourn	Mrs B. P.
Mr & Mrs J. Gould	Mr E. R.
Mr J. Gray	Mr E. E. Ray
Mr J. R. Green	Miss F. R.
Capt T. P. Hall	Mr J. R.
Mr & Mrs Robt. Hall	Mr D. R.
Mr & Mrs W. A. H.	Mr G. R.
Mr G. Harter	Mr D. R.
Hannah	Mr C. R.
Mr B. F. Hoban	Mr & Mrs J. R.
Mr & Mrs J. Hodgins	Mr & Mrs J. R.
Mr & Mrs Paul Hodgins	Mr & Mrs J. R.
Mr L. Hope	Mr & Mrs J. R.
Mr W. E. Hoogewarf	Mr & Mrs J. R.
Mr A. H. H. Hooper	Mr & Mrs J. R.
Capt & Mrs R. Innes	Mr & Mrs J. R.
Mrs J. J. J.	Mr & Mrs J. R.
grand child	Mr & Mrs J. R.
Mr & Mrs J. J.	Mr & Mrs J. R.
Capt & Mrs E. B. Jones	Mr & Mrs J. R.
Mr F. W. Walker Jones	Mr & Mrs J. R.
Mr E. E. M. Joseph	Mr & Mrs J. R.
Mr & Mrs M. E. de Journe	Mr & Mrs J. R.
Miss G. de Journe	Mr & Mrs J. R.
Mr G. de Journe	Mr & Mrs J. R.

KING EDWARD HOTEL.

Mrs R. Almond	Mr P. B. Kinsland
Mrs & Mrs Aeger and son	Mrs B. L. Lase
Mr G. Bannerman	Mrs Adams
Mr W. Budge	Mr B. Matterman
Mr F. A. Burbury	Mr D. Matero
Mrs & Mrs T. B. Chang	Mrs Medias
Mr E. Clebrook	Mrs McGee
Mr D. Crocoran	Mr H. M. McTavish
Mr J. Crookston	Mr W. Morley
Miss Croxson	Mr E. A. Nelson
Mr R. A. Donaldson	Mr J. O. Penmore
Mr Finlayson	Mr & Mrs G. S. Richardson
Mr Chester Frits	Mr E. Sorenson
Mr E. J. Gules	Mr H. M. Sherwin
Mr J. O. Gilling	Mr E. M. Stought
Mrs Mrs Gregory	Mr T. Smith
Mrs & Mrs Hammes and children	Mrs Stewart and children
Mr C. E. Haywood	Mr Stubbings and daughter
Mr A. W. T. Hoy	
Mr J. Irwin	Capt & Mrs B. Swan
Mr & Mrs Wm. Jackson	Miss Thompson
Mr B. James	Mr A. L. Todd
Mrs L. Kilbee and child	Mr & Mrs Underwood
	Mr T. Underwood
	Mr & Mrs W. White

FRANK HOTEL.

Mrs & Mrs Adams	Mrs Litt
Mrs & Mrs D. K. Blair	Mr & Mrs H. M. Macanay R.A.M.
Mr & Mrs O. T. Breakspere	Mrs Main
Mr & Mrs H. A. Castwright	Mrs Main
Mrs & Mrs A. T. Carter	Mr B. F. Mattingley
Mrs & Mrs P. W. Cary	Mr & Mrs C. D. McLachlan
Mr & Mrs H. B. L. Dowdgrin	Mr & Mrs P. G. Nightingale
Capt & Mrs Douglas	Mr J. L. F. Payne
Mr B. Evans	Mr & Mrs W. E. Roberts
Mr Deaman Fuller	Mr & Mrs H. Rouse
Mrs Gardick	Miss Skinner
Mr & Mrs B. A. Hale	Mr & Mrs V. Find Smith
Mr & Mrs H. R. Haring	
Mr & Mrs J. C. M. Hewley	Mr & Mrs A. Find Smith
Mr F. B. Johnson	Mrs K. Suen
Mr & Mrs J. J. Jouchner	Le-Gen John Wain M.P.
Dr & Mrs Koch	Mr A. Workman
Mrs & Mrs T. Lamont	Mr & Mrs R. Wain

and gtd Miss Weston

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL ON AN ABSORBING INTEREST.

By CHAS. J. HALCOMBE,
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 48 Chapters, and includes a Sketch Map of historical interest showing the disposition of the Forces at the battle of Lushan, is dedicated to Sir ROBERT MARSHALL G.O.M.G. and Dr. A. REYNOLDS.

The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE \$3.50.

To be obtained from MESSRS. KELLY & WALSH, LTD., MESSRS. BRUNNEN & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

FOR THE BLOOD IS THE LIFE."

Sure Sign of Blood Impurity.

The continual appearing through the skin of ECZEMA, BLOTCHES, SPOTS, BLACKHEADS, PIMPLES, BOILS, SORES AND ERUPTIONS OF ANY KIND.

The throbbing aching pains of BAD LEGS, ULCERS, ABSCESSSES, SCROFULA, GLANDULAR SWELLINGS, BLOOD POISON, PILLS.

The Dread Grip of RHEUMATISM, SCIATICA, LUMBAGO, GOUT.


All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly treat the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure can be relied on to effect a lasting cure.

For selection of testimonials see pamphlet round bottle.

By reason of its Remarkable Blood Purifying Properties it is universally recognized as

OVER 20 YEARS' SUCCESS.

PLEASANT TO THE TASTE.



**Clarke's
Blood
Mixture**

THE WORLD'S BEST REMEDY FOR
SKIN AND BLOOD DISEASES

Sold by all Chemists and Stores.

REFUSE ALL SUBSTITUTES.

(100)

"ASAHI BEER."

DAI NIPPON

ASAHI BEER
GRAND PRIZE
CHAMPION EXHIBITION

ASAHI BEER
DAI NIPPON BREWERY COMPANY
ASAHI LAGER-BEER
SPECIALLY BREWED
FOR EXPORT

BREWERY CO., TOKYO

SOLE AGENTS
MITSU BUSSAN KAISHA
TEL. NO. 280 & 155.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c., -
PRIVATE RESIDENCE AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
Is given in the
HONGKONG WEEKLY
PRESS
with which is incorporated
THE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance,
\$15 per annum. Postage
4s to any part of
the U.S.A.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED,
Managing Agents.

"ELLERMAN" LINE.

(KILGER & BURNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED,
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGTOW"	On 12th Jan. 3 P.M.
SWATOW and BANGKOK	"CHINSHU"	On 12th Jan. D'light
SHANGHAI	"SHENKING"	On 12th Jan. D'light
TSINGTAO, WUHAIR, and DAINI	"HOIHOW"	On 14th Jan. 3 P.M.
SHANGHAI	"SUIYANG"	On 15th Jan. 3 P.M.
SHANGHAI	"SINKIANG"	On 17th Jan. 3 P.M.
SHANGHAI	"SUNSHING"	On 18th Jan. 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent catering.

ISWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 8 to 10 Days).

"KAITAN" ... Capt. A. E. Hodgins ... TUESDAY, 15th Jan. at Noon.
"HAIHONG" ... Capt. J. W. E. ... FRIDAY, 18th Jan. at Noon.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

Our above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily quota of cargo.

For Freight or Passage apply to DAVID SASSOON & CO., LTD.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
Colombo	19th	From Colombo	19th	19th

When Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transitment), IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. (Passenger's Facilities)

STEAMERS	Leave Hong Kong about	Leave Suez about	Due at Marseilles about	Due at London about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns. For Further Information, Passage Rates, Freight, (Handbooks, Data of Sailing, etc.) apply to E. V. D. PAER, Supercargo.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, (CAPE TOWN and MADEIRA).

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA.

SYDNEY and MELBOURNE via MANILA ZAMBOANGA THURSDAY ISLAND TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

YAGASAKI KOBE and SAKI MARU	FRIDAY, 18th Jan. at 11 A.M.
YOKOHAMA	
ATSUTA MARU	THURSDAY, 31st Jan. at 11 A.M.
KAMU MARU	TUESDAY, 15th Feb. at 11 A.M.
IYO MARU	TUESDAY, 18th Feb. at 11 A.M.
SHANGHAI KOBE and COLOMBO MARU	SATURDAY, 28th Jan.
YOKOHAMA	
BOMBAY MARU	MONDAY, 14th Jan.
TENSHIN MARU	THURSDAY, 24th Jan.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

For Further Information, apply to NIPPON YUSEN KAISHA, 100, 102 and 104, "Marine" Nos. 102 and 104.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU. FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	SAT., 19th Jan.
NIPPON MARU	11,000	WED., 23rd Jan.
SHINYO MARU	22,000	SAT., 4th Feb.
PHRISIA MARU	9,000	FRI., 22nd Feb.
KOREA MARU	18,000	SAT., 9th Mar.
SIBERIA MARU	18,000	FRI., 22nd Mar.

The ss. "Nippon Maru" and ss. "Phrisia Maru" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CHUZ, BALBOA, CALLAO, ARICA and IQUIQUE. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,800 Tons
KIYO MARU	17,300 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to fares, sailings, etc., apply to T. DAIGO, Agents, King's Building. Telephone 2574 and 2575.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI. SERVICE TO AND FROM RUSSIA.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to P. THOMAS, Agents, Queen's Building. Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line. (TRANS-PACIFIC).

"MANILA MARU" ... THURSDAY, 31st Jan. at 3 P.M.
"CHICAGO MARU" ... THURSDAY, 15th Feb. at 3 P.M.
"MEXICO MARU" ... THURSDAY, 22nd Feb. at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"AMAKUSA MARU" ... SUNDAY, 13th Jan. at 10 A.M.
"BOSCHU MARU" ... THURSDAY, 17th Jan. at 6 A.M.
"KAMU MARU" ... SUNDAY, 20th Jan. at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed. For FURTHER INFORMATION, apply to K. YAMASAKI, Manager, No. 1, Queen's Building.

TEL. Nos. 744 and 745.

BEFORE LEAVING FOR HOME ON A HOLIDAY ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

Including the Movements of the Local Markets

24 PAGES! 24 PAGES!! 24 PAGES!!!

